UNITED STATES RAILROAD ADMINISTRATION

W. G. McAdoo, Director General of Railroads

SOUTHERN PACIFIC

(PACIFIC SYSTEM LINES)

1

TIME TABLE

FOR THE

WESTERN DIVISION

To Take Effect Sunday, August 18, 1918, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public
The Company reserves the right to vary from this time-table at pleasure

W. R. SCOTT,
Federal Manager.

J. H. DYER,
Assistant General Manager.

R. L. RUBY,
Acting Superintendent of Transportation.

Eastward FROM SAN FRANCISCO.

FIRST CLASS

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	716 Santa Fe Passenger	50 San Joaquin Valley Flyer	44 Calistoga, Santa Rosa and Tracy Passenger	46 Oroville and Sacramento Passenger	742 Santa Fe Passenger	20 Pacific Limited	128 Avon Local	14 Portland Express	126 Port Costa Local	2 Overland Limited	30 Sacramento Local	8 Los Angeles Express	42 Calistoga, Santa Rosa and Avon Passenger	712 Santa Fe Passenger	22 The Statesman	36 Fresno Local	28 Dunsmuir Passenger	122 Navy Yard Passenger	86 Oil Fields Flyer	Distance from San Francisco.	Time Table No. 1 August 18, 1918
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	**Leave Daily**	Leave Daily	**Leave Daily**	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**
	4.40PM	4.00PM	3.40PM	2.40PM	1.20PM	1.00PM	12.40PM	10.20AM	9.40AM	9.40AM	8.40AM	8.20AM	7.40AM	7.20AM	7.20AM	6.20AM	6.20AM	6.00AM	11.40PM	0.0	DN **SAN FRANCISCO** 3.5
	4.58	4.18	3.58	2.58	1.38	1.18	12.58	10.38	9.58	9.58	8.58	8.38	7.58	7.38	7.38	6.38	6.38	6.18	11.58PM	3.5	**OAKLAND PIER**
I P	5.08PM	4.27PM	4.07PM	3.05PM	1.48PM	1.30PM	1.10PM	10.50AM	10.15AM	10.10AM	9.05AM	8.50AM	8.07AM	7.48AM	7.45AM	6.48AM	6.45AM	6.25AM	12.10AM	3.5	DNR **OAKLAND PIER** 1.4
Term. Yard WFITYO																				4.9	DNR **WEST OAKLAND** 0.6
I Interchange	s 5.16	s 4.35	s 4.14	s 3.13	s 1.56	s 1.38	s 1.17	s 10.58	s 10.22	s 10.18	s 9.12	s 8.58	s 8.15	s 7.56	s 7.52	s 6.55	s 6.52	s 6.30	s 12.18	5.5	OAKLAND (16th Street) 1.1
																				6.6	EMERYVILLE 0.4
I																				7.0	SHELLMOUND 0.2
																				7.2	SEDAN 0.2
																				7.4	PARAFFIN 0.4
55 West																				7.8	STOCK YARDS 0.4
																				8.2	LIVNY 1.0
	s 5.26	s 4.45	s 4.24	s 3.23	s 2.06	s 1.48	s 1.27	s 11.08	s 10.32	s 10.26	s 9.20	s 9.08	s 8.24	s 8.06	s 8.01	s 7.08	s 7.02	s 6.38	s 12.28	9.2	BERKELEY (University Ave.) 1.0
																				10.2	CORBIN 0.5
				f			f		f											10.7	FLEMING 0.5
																				11.2	NOBEL 0.4
				f			f		f											11.6	VIGORIT 1.5
87 East				f			f		f							f				13.1	STEGE 1.0
	5.35PM	4.51	4.30	3.30	2.15PM	1.54	1.33	11.14	10.39	10.32	9.26	9.14	8.30	8.15AM	8.07	7.15	7.08	6.44	12.34	14.1	**SANTA FE JCT.** 0.9
P		s 4.55	s 4.34	s 3.35		1.57	s 1.39	s 11.17	s 10.44	10.35	s 9.30	s 9.17	s 8.33		s 8.10	s 7.22	s 7.12	s 6.47	s 12.38	15.0	N RICHMOND 1.6
148 East WP Interchange		4.57	4.37	s 3.40		2.00	s 1.44	11.20	s 10.49	10.38	9.35	9.20	8.36		8.13	s 7.28	7.16	6.50	12.42	16.6	SAN PABLO 2.3
P				s			s		s							s				18.9	GIANT 0.9
48 East 52 West P							f		f							f				19.8	SOBRANTE 1.7
																f				21.5	KRIEGER 1.5
74 West P		5.07	4.47	s 3.51		2.10	s 1.55	11.30	s 11.02	10.47	9.48	9.30	8.45		8.22	s 7.40	7.26	7.00	12.52	23.0	PINOLE 0.8
45 East				s												f	s			23.8	HERCULES 1.7
				s 3.57			s 2.02		s 11.07							s 7.46				25.5	RODEO 0.9
69 East P				f			f		f							s				26.4	OLEUM 0.7
43 East							f		f							f			f	27.1	TORMEY 0.4
46 West P				s			s		s				s			s				27.5	SELBY 0.5
55 West P		s 5.15	s 5.05	s 4.07		2.20	s 2.14	11.40	s 11.17	10.57	s 10.00	s 9.40	s 9.05		8.32	s 8.01	s 7.40	s 7.12	1.05	28.0	D **VALLEJO JCT.** 1.0
210 West			s	s			s		s				s			s	s	s	s	29.0	CROCKETT 1.1
62 West P							f		f				f							30.1	ECKLEY 1.0
Yard WFITO P		s 5.25PM	s 5.15PM	s 4.15PM		s 2.30PM	s 2.22PM	s 11.50AM	s 11.25AM	s 11.05AM	s 10.10AM	s 9.50AM	s 9.15AM		s 8.40AM	s 8.10AM	s 7.50AM	s 7.25AM	s 1.15AM	31.1	DNR **PORT COSTA**
		Via Martinez see page 10	Via Martinez See page 10	4.15		2.30	Via Martinez see page 10	11.50		11.05	10.10	Via Martinez see page 10	Via Martinez see page 10		8.40	Via Martinez See Page 10	7.50		Via Martinez see page 10.	31.1	**PORT COSTA** 1.3
				4.35PM		3.00PM		12.20PM		11.35AM	10.30AM				9.00AM		8.15AM			32.4	**BENICIA**
	Arrive Daily	**Arrive Daily**	**Arrive Daily**	**Arrive Daily**	Arrive Daily	**Arrive Daily**	**Arrive Daily**	**Arrive Daily**	**Arrive Daily**	**Arrive Daily**	**Arrive Daily**	**Arrive Daily**	Arrive Daily	Arrive Daily	**Arrive Daily**	**Arrive Daily**	Arrive Daily	**Arrive Daily**	Arrive Daily		(27.6)
	(0.27)	(0.58)	(1.08)	(1.10)	(0.27)	(1.00)	(1.12)	(1.00)	(1.10)	(0.55)	(1.05)	(1.00)	(1.08)	(0.27)	(0.55)	(1.22)	(1.05)	(1.00)	(1.05)		................Time over District
	23.55	28.55	24.35	23.65	23.55	27.60	23.00	27.60	23.65	30.11	25.47	27.60	24.35	23.55	30.11	20.19	25.47	27.60	25.47		................Average speed per hour

Oakland Ferry

Automatic Block

Double Track

Ferry

See pages 3, 4 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.

ADDITIONAL STOPS ON SIGNAL

No. 2—Any station to receive passengers for Ogden or points east thereof.
No. 20—Any station to receive passengers for points east of Ogden.
No. 28—Any station to receive passengers for points east of Benicia inclusive.
No. 50—Any station to receive passengers for points east or south of Tracy.
No. 86—Pinole and Oleum to discharge passengers.
No. 122—Fleming on Sundays only.
No. 126—Potter and Certain-teed Products Co.
No. 128—Certain-teed Products Co., one-quarter mile west of San Pablo.

TOWARD SAN FRANCISCO.

Westward.

Time Table No. 1 August 18, 1918 STATIONS		Distance from Port Costa	711 Santa Fe Passenger	87 ✓ Oil Fields Flyer	5 SanFrancisco Passenger	25 ✓ The Owl	123 Martinez and Vallejo Passenger	13 San Francisco Express	81 Tracy Calistoga and Santa Rosa Passenger	741 Santa Fe Passenger	53 Oregonian	45 Sacramento Passenger	47 El Dorado	9 Fast Mail	127 Port Costa Local	49 ✓ San Joaquin Valley Flyer	19 Pacific Limited	29 San Francisco Passenger	1 Overland Limited	129 Avon Local	43 Santa Rosa, Calistoga & Avon Passenger	131 Navy Yard Passenger
			FIRST CLASS																			
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DN **SAN FRANCISCO** 3.5	Oakland Ferry	31.1	7.30AM	7.50AM	8.10AM	8.30AM	8.50AM	8.50AM	10.10AM	10.50AM	10.50AM	11.10AM	11.30AM	12.30PM	1.30PM	2.10PM	2.30PM	3.50PM	5.10PM	6.30PM	6.10PM	7.10PM
OAKLAND PIER		27.6	7.12	7.32	7.52	8.12	8.32	8.32	9.52	10.32	10.32	10.52	11.12	12.12	1.12	1.52	2.12	3.32	4.52	6.12	5.52	6.52
DNR **OAKLAND PIER** 1.4	Automatic Block Double Track	27.6	s 7.05AM	s 7.23AM	s 7.35AM	s 8.02AM	s 8.25AM	s 8.20AM	s 9.42AM	s 10.15AM	s 10.22AM	s 10.40AM	s 11.03AM	12.02PM	s 1.03PM	s 1.40PM	s 2.00PM	s 3.25PM	s 4.40PM	6.00PM	s 5.45PM	6.40PM
DNR **WEST OAKLAND** 0.6		26.2																				
OAKLAND (16th Street) 1.1		25.6	s 6.57	s 7.12	s 7.27	s 7.53	s 8.17	s 8.12	s 9.34	s 10.05	s 10.13	s 10.30	s 10.55	s 11.54AM	s 12.55	s 1.32	s 1.50	s 3.17	s 4.30	s 5.50	s 5.35	s 6.27
EMERYVILLE 0.4		24.5																				
SHELLMOUND 0.2		24.1																				
SEDAN 0.2		23.9																				
PARAFFIN 0.4		23.7																				
STOCK YARDS 0.4		23.3																				
LIVNY 1.0		22.9																				
BERKELEY (University Ave.) 1.0		21.9	s 6.48	7.02	7.16	7.42	s 8.06	s 8.00	s 9.24	s 9.55	s 10.03	s 10.19	10.47	11.34	s 12.40	s 1.21	s 1.40	s 3.05	4.20	s 5.40	s 5.26	s 6.17
CORBIN 0.5		20.9																				
FLEMING 0.5		20.4					f								f							f
NOBEL 0.4		19.9																				
VIGORIT 1.5		19.5										f			f							
STEGE 1.0		18.0		f			f					f			f					f		
SANTA FE JCT. 0.9		17.0	6.40AM	6.54	7.07	7.32	7.56	7.51	9.16	9.45AM	9.54	10.11	10.39	11.27	12.30	1.12	1.31	2.56	4.10	5.31	5.18	6.08
N RICHMOND 1.6		16.1		s 6.52	s 7.05	7.30	s 7.54	7.49	s 9.14			s 10.09	10.37	11.25	s 12.28	s 1.10	1.29	s 2.54		s 5.29	s 5.16	s 6.06
SAN PABLO 2.3		14.5		6.47	6.59	7.27	s 7.50	7.46	9.09		9.50	f 10.04	10.35		s 12.23	1.06	1.26	2.49	4.06	s 5.24	5.12	
GIANT 0.9		12.2					s					s			s					s 5.20		
SOBRANTE 1.7		11.3										f			f							
KRIEGER 1.5		9.6										f			f							
PINOLE 0.8		8.1		6.36	6.47	7.15	s 7.39 7.29	7.36	s 9.00		9.40	s 9.52	10.26	11.14	s 12.08PM	12.56	1.16	s 2.40	3.56	s 5.11	5.03	5.56
HERCULES 1.7		7.3													f					f		s
RODEO 0.9		5.6					s 7.23					s 9.47			s					s 5.06		
OLEUM 0.7		4.7					f					f			f					f		
TORMEY 0.4		4.0					f								f					s		
SELBY 0.5		3.6					s					s			s					s		
D **VALLEJO JCT.** 1.0		3.1		f 6.28	6.35	7.07	s 7.15	7.28	s 8.52		9.32	s 9.40	s 10.18	11.06	s 11.55AM	s 12.48	1.08	s 2.30	3.48	s 4.58 4.35	s 4.55	5.48 5.10
CROCKETT 1.1		2.1					s		s			s			s	s		s		s		
ECKLEY 1.0		1.0					f								f					f		
DNR **PORT COSTA**		0.0		6.20AM	s 6.25AM	7.00AM	s 7.05AM	s 7.20AM	8.30AM		s 9.25AM	s 9.30AM	s 10.10AM	11.00AM	11.45AM	12.40PM	s 1.00PM	s 2.20PM	s 3.40PM	4.25PM	4.37PM	s 5.00PM
PORT COSTA 1.3	Benicia Ferry	1.3		Via Martinez see page 11	6.25	Via Martinez see page 11	Via Martinez see page 11	7.20	Via Martinez see page 11		9.25	9.25	10.10	11.00		Via Martinez see page 11	1.00	2.20	3.40	Via Martinez see page 11	Via Martinez see page 11	
BENICIA		0.0			5.55AM			6.45AM			9.00AM	9.00AM	9.45AM	10.35AM			12.25PM	2.00PM	3.10PM			
(27.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District			(0.25)	(1.03)	(1.10)	(1.02)	(1.20)	(1.00)	(1.12)	(0.30)	(0.57)	(1.10)	(0.53)	(1.02)	(1.18)	(1.00)	(1.00)	(1.05)	(1.00)	(1.35)	(1.08)	(1.40)
Average speed per hour			25.44	26.28	23.65	26.70	23.65	27.60	23.00	21.20	29.05	23.65	31.24	26.70	21.23	27.60	27.60	25.47	27.60	20.70	24.35	26.70

See pages 2, 4 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.

ADDITIONAL STOPS ON SIGNAL.

No. 1—Any station to discharge passengers from Cheyenne or points east thereof.
No. 5—Berkeley to discharge passengers from points east of Sacramento inclusive.
No. 9—Richmond to discharge mail when connection with No. 49 at Port Costa is missed.
No. 13—Any station to discharge passengers from Portland or points east thereof. Vallejo Junction to discharge passengers from points north of Roseville.
No. 19—Any station to discharge passengers from points east of Ogden.
No. 25—Richmond and Berkeley to discharge passengers from Los Angeles or points east thereof.
No. 27—Any station west of Port Costa to discharge passengers from points east of Sacramento or north of Davis.
No. 29—Oleum and Giant on Saturdays only.
No. 47—Any station to discharge passengers from north of Davis or east of Sacramento. Berkeley to discharge passengers.
No. 49—Any station to discharge passengers from points east of Tracy.
No. 81—Any station to discharge passengers from points east of Martinez and South Vallejo, inclusive.
No. 87—Berkeley to discharge passengers.
No. 109—Any station to discharge passengers from points east of Los Angeles, inclusive. Berkeley to discharge passengers.
No. 123—Certain-teed Products Co. and Potter.
No. 127—Certain-teed Products Co., one-quarter miles west of San Pablo.

Eastward.

FROM SAN FRANCISCO.

Time Table No. 1

August 18, 1918

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			FIRST CLASS								Distance from San Francisco	
	222	**288**	**302**	**54**	**16**	**702**	**132**	**130**	**6**	**48**	**26**		
	Sacramento, Ogden and Portland Fast Freight	Fresno Freight	Port Costa Way Freight	Oregonian	Oregon Express	Santa Fe Passenger	Martinez Local	Martinez Local	Atlantic Express	El Dorado	The Owl		
	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily		**STATIONS**
				10.20PM	8.20PM	8.00PM	7.40PM	6.40PM	6.20PM	5.00PM	5.00PM	0.0	DN **SAN FRANCISCO** 3.5
				10.38	8.38	8.18	7.58	6.58	6.38	5.18	5.18	3.5	**OAKLAND PIER**
I P				10.55PM	8.55PM	8.30PM	8.05PM	7.05PM	6.52PM	5.30PM	5.25PM	3.5	DNR **OAKLAND PIER** 1.4
Term. Yard WFITYO	10.15PM	7.05PM	7.10AM									4.9	DNR **WEST OAKLAND** 0.6
I Interchange				s11.03	s 9.03	s 8.40	s 8.13	s 7.12	s 6.59	s 5.37	s 5.32	5.5	OAKLAND (16th Street) 1.1
												6.6	EMERYVILLE 0.4
I												7.0	SHELLMOUND 0.2
												7.2	SEDAN 0.2
												7.4	PARAFFIN 0.4
55 West												7.8	STOCK YARDS 0.4
												8.2	LIVNY 1.0
				s11.13	s 9.13	s 8.50	s 8.24	s 7.22	s 7.09	s 5.46	s 5.40	9.2	BERKELEY (University Ave.) 1.0
												10.2	CORBIN 0.5
							f	f				10.7	FLEMING 0.5
												11.2	NOBEL 0.4
							f	f				11.6	VIGORIT 1.5
87 East							f	f				13.1	STEGE 1.0
				11.19	9.19	8.58PM	8.30	7.29	7.13	5.52	5.46	14.1	**SANTA FE JCT.** 0.9
P				11.22	s 9.22		s 8.36	s 7.34	s 7.19	s 5.56		15.0	N RICHMOND 1.6
148 East W P Interchange				11.25	9.25		f 8.41	f 7.39	7.21		5.50	16.6	SAN PABLO 2.3
P							f	f				18.9	GIANT 0.9
48 East 52 West P							f	f				19.8	SOBRANTE 1.7
								f				21.5	KRIEGER 1.5
74 West P				11.35	9.35		s 8.52	s 7.52	7.31	6.08	6.00	23.0	PINOLE 0.8
45 East												23.8	HERCULES 1.7
							s 8.57	s 7.57				25.5	RODEO 0.9
69 East P							s	s				26.4	OLEUM 0.7
43 East							f	f				27.1	TORMEY 0.4
46 West P							f	f				27.5	SELBY 0.5
55 West P				11.45	9.45		s 9.15	8.07	7.42	6.18	6.10	28.0	D **VALLEJO JCT.** 1.0
210 West							s	s				29.0	CROCKETT 1.1
62 West P								f				30.1	ECKLEY 1.0
Yard WFITO P	11.20PM	8.15PM	4.00PM	s11.55PM	s 9.55PM		9.25PM	s 8.15PM	s 7.50PM	s 6.26PM	s 6.18PM	31.1	DNR **PORT COSTA**
	11.20PM	Via Martines see page 10		11.55PM	9.55		Via Martinez see page 10	Via Martines see page 10	7.50	6.26	Via Martines see page 10	31.1	**PORT COSTA** 1.3
	12.05AM			12.25AM	10.25PM				8.20PM	6.50PM		32.4	**BENICIA**
	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily		(27.6)
	(1.05) 25.47	(1.10) 23.65	(8.50) 3.12	(1.00) 27.60	(1.00) 27.60	(0.28) 22.71	(1.20) 20.70	(1.10) 23.65	(0.58) 28.55	(0.56) 29.75	(0.53) 31.24		..............Time over District ....Average speed per hour

Automatic Block

See pages 2, 3 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.

ADDITIONAL STOPS ON SIGNAL

No. 16—Any station daily to receive passengers for Portland and beyond.

TOWARD SAN FRANCISCO.

Westward.

Time Table No. 1

August 18, 1918

	STATIONS		Distance from Port Costa	21	15	705	209	109	709	27	31	221	301
				FIRST CLASS							SECOND CLASS	THIRD CLASS	
				The Statesman	California Express	Santa Fe Passenger	Mountain Express	Sunset Express	Santa Fe Passenger	Sacramento Passenger	San Francisco Passenger	Oregon & Red Bluff Freight	Port Costa Way Freight
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
DN	**SAN FRANCISCO** 3.5	Oakland Ferry	31.1	6.30PM	6.50PM	7.10PM	7.50PM	8.30PM	10.40PM	★10.40PM	10.00PM		
	OAKLAND PIER		27.6	6.12	6.32	6.52	7.32	8.12	10.22	10.22	9.42		
DNR	**OAKLAND PIER** 1.4	Automatic Block; Double Track	27.6	s 6.05PM	s 6.18PM	s 6.42PM	s 7.15PM	s 8.02PM	s 10.10PM	s 10.17PM	s 9.30PM		
DNR	**WEST OAKLAND** 0.6		26.2									5.00AM	3.00PM
	OAKLAND (16th Street) 1.1		25.6	s 5.55	s 6.10	s 6.34	s 7.07	s 7.50	s 10.00	s 10.10	s 9.20		
	EMERYVILLE 0.4		24.5										
	SHELLMOUND 0.2		24.1										
	SEDAN 0.2		23.9										
	PARAFFIN 0.4		23.7										
	STOCK YARDS 0.4		23.3										
	LIVNY 1.0		22.9										
	BERKELEY (University Ave.) 1.0		21.9	s 5.47	s 6.00	s 6.24	s 6.57	7.36	s 9.52	s 10.00	s 8.58		
	CORBIN 0.5		20.9										
	FLEMING 0.5		20.4										
	NOBEL 0.4		19.9										
	VIGORIT 1.5		19.5				f						
	STEGE 1.0		18.0				f						
	SANTA FE JCT. 0.9		17.0	5.39	5.51	6.15PM	6.49	7.26	9.42PM	9.52	s 8.47		
N	RICHMOND 1.6		16.1	s 5.37	5.49		s 6.47	7.24		s 9.50	f 8.42		
	SAN PABLO 2.3		14.5	5.34	5.46		f 6.43	7.20		9.45	f		
	GIANT 0.9		12.2				s				f		
	SOBRANTE 1.7		11.3				f						
	KRIEGER 1.5		9.6										
	PINOLE 0.8		8.1	5.26	5.36		s 6.32	7.10		9.36	s 8.32		
	HERCULES 1.7		7.3				f				f		
	RODEO 0.9		5.6				s 6.25				f		
	OLEUM 0.7		4.7				s				f		
	TORMEY 0.4		4.0				f				f		
	SELBY 0.5		3.6				f				f		
D	**VALLEJO JCT.** 1.0		3.1	5.18	5.28		s 6.18	7.00		9.28	f 8.20		
	CROCKETT 1.1		2.1	s			s				f		
	ECKLEY 1.0		1.0				f						
DNR	**PORT COSTA**		0.0	s 5.10PM	s 5.20PM		s 6.10PM	6.50PM		s 9.20PM	8.10PM	2.00AM	7.00AM
	PORT COSTA 1.3	Benicia Ferry	1.3	5.10	5.10		6.10	Via Martinez see page 11		9.20	Via Martinez see page 11	1.50	
	BENICIA		0.0	4.45PM	4.45PM		5.40PM			9.00PM		1.00AM	
	(27.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	Time over District			(0.55)	(0.58)	(0.27)	(1.05)	(1.12)	(0.28)	(0.57)	(1.20)	(3.00)	(8.00)
	Average speed per hour			30.10	28.55	23.55	25.47	23.00	22.71	29.05	20.70	8.70	3.26

See pages 2, 3 and 4 for additional trains between Oakland Pier, West Oakland and Port Costa.

★No. 27—San Francisco 10.50 p.m. on Saturday and Sunday.

ADDITIONAL STOPS ON SIGNAL
- No. 15—Any station to discharge passengers from Portland or points east thereof. Vallejo Junction to discharge passengers from points north of Roseville and Davis.
- No. 27—Vallejo Junction Sundays to receive passengers.

Eastward.

FROM SAN FRANCISCO

Time Table No. 1

August 18, 1918

FIRST CLASS

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	16 Oregon Express	6 Atlantic Express	48 El Dorado	498 Marysville Motor	46 Oroville and Sacramento Passenger	20 Pacific Limited	496 Sacramento Motor	14 Portland Express	2 Overland Limited	30 Sacramento Local	22 The Statesman	28 Dunsmuir Passenger	78 Sacramento Passenger	76 Marysville Motor	54 Oregonian	Distance from San Francisco	STATIONS
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	8.20PM	6.20PM	5.00PM	SAC. DIV. No. 539	2.40PM	1.00PM		10.20AM	9.40AM	8.40AM	7.20AM	6.20AM	SAC. DIV. No. 29	SAC. DIV. No. 541	10.20PM	0.0	DN **SAN FRANCISCO** 32.4
Yard WY P	s 10.25PM	s 8.20PM	s 6.50PM		s 4.35PM	s 3.00PM		s 12.20PM	11.35AM	s 10.30AM	s 9.00AM	s 8.15AM			12.25AM	32.4	DNR **BENICIA** 0.8
																33.2	MAIL DOCK 0.6
					f					f						33.8	ARMY POINT 4.2
103 East P	10.35	8.30	6.59		f 4.45	3.10		12.30	11.45AM	10.40	9.09	f 8.25			12 35	38.0	GOODYEAR 1.0
103 West					f							f				39.0	HOYT 1.1
					f							f				40.1	PIERCE 2.1
P					f 4.55							f 8.33				42.2	CYGNUS 1.0
					f							f				43.2	TEAL 1.9
					f							f				45.1	JACKSNIPE 3.8
Yard WFYO P Interchange	10.55	s 8.50	s 7.20		s 5.15	3.30		s 12.50	12.05PM	s 11.00	s 9.30	s 8.50			12.55	48.9	DN **SUISUN-FAIRFIELD** Northern Electric R.R. Crossing 3.0
48 East 82 West Interchange					s 5.21			f 12.56		11.06		s 8.56				51.9	TOLENAS 1.9
					f							f				53.8	VANDEN 1.6
					f							f				55.4	CANNON 4.0
101 East 101 West WFY P	11.12	9.08	7.35		s 5.37	3.48		1.08	12.23	f 11.21	9.45	s 9.15			1.13	59.4	D **ELMIRA** 4.8
					f							f				64.2	BATAVIA 3.3
86 East 86 West W	11.23	s 9.22	7.46		s 5.57	3.59		s 1.19	12.37	s 11.37	s 9.56	s 9.30			1.27	67.5	DIXON 4.3
83 East					f							f				71.8	TREMONT 2.0
																73.8	BRIGGSTON 1.8
88 East 121 West WIY P	11.40	s 9.40	s 8.00	7.00PM	s 6.15	4.15	3.25PM	s 1.35	12.55	s 11.55AM	s 10.15	s 10.05	10.45AM	8.37AM	s 1.45AM	75.6	DNR **DAVIS** 1.5
																77.1	CHILES 2.0
					f									f		79.1	SWINGLE 1.3
114 East 114 West	11.48PM	9.48	8.08	f 7.10	f 6.25	4.23	3.35	1.43	1.03	12.05PM	10.25	10.15	f 10.53	f 8.47		80.4	WEBSTER 5.9
				f										f		86.3	MIKON 0.6
I																86.9	Sacto. & Woodland Ry. Crossing 1.4
					f									f		88.3	WASHINGTON 0.5
Term Yard WFTO P	s 12.05AM	s 10.05PM	s 8.25PM	s 7.30PM	s 6.45PM	s 4.40PM	s 3.50PM	s 2.00PM	s 1.20PM	¶ 12.25PM	s 10.40AM	¶ 10.35AM	s 11.10AM	s 9.05AM		88.8	DNR **SACRAMENTO** 17.8
																106.6	**ROSEVILLE**
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(56.4)
	(1.40) 33.84	(1.45) 32.22	(1.35) 35.62	(0.30) 26.40	(2.10) 26.03	(1.40) 33.84	(0.25) 31.68	(1.40) 33.84	(1 45) 32.22	(1.55) 29.42	(1.40) 33.84	(2.20) 24.17	(0.25) 31.68	(0.28) 28.23	(1.20) 32.40		....................Time over District ....Average speed per hour

Automatic Block

Double Track

ADDITIONAL STOPS ON SIGNAL
- No. 2—Any station to receive passengers for Ogden or points east thereof.
- No. 6—Any station to receive passengers for points east of Ogden.
- No. 14—Any station to receive passengers for points east of Roseville.
- No. 16—Any station to receive passengers for Portland or beyond.
- No. 20—Any station to receive passengers for points east of Ogden.
- No. 498—Broderick for mail.

See pages 7, 8 and 9 for additional trains between Benicia and Sacramento.

FIRST CLASS

Time Table No. 1 August 18, 1918 STATIONS	Distance from Sacramento	5 SanFrancisco Passenger Arrive Daily	13 San Francisco Express Arrive Daily	45 Sacramento Passenger Arrive Daily	53 Oregonian Arrive Daily	497 Oroville Motor Arrive Daily	47 El Dorado Arrive Daily	9 Fast Mail Arrive Daily	73 Red Bluff Passenger Arrive Daily	19 Pacific Limited Arrive Daily	29 San Francisco Passenger Arrive Daily	1 Overland Limited Arrive Daily	495 Davis Motor Arrive Daily	15 California Express Arrive Daily	21 The Statesman Arrive Daily	209 Mountain Express Arrive Daily	77 Marysville Motor Arrive Daily	27 Sacramento Passenger Arrive Daily
DN **SAN FRANCISCO** 32.4	88.8	8.10AM	8.50AM	11.10AM	10.50AM	SAC. DIV. No. 536	11.30AM	12.30PM	SAC. DIV. No. 30	2.30PM	3.50PM	5.10PM		6.50PM	6.30PM	7.50PM	SAC. DIV. No. 542	10.40PM
DNR **BENICIA** 0.8	56.4	s 5.55AM	s 6.45AM	s 8.50AM	s 8.55AM		s 9.45AM	10.35AM		s 12.25PM	s 2.00PM	3.10PM		s 4.40PM	s 4.45PM	s 5.40PM		s 9.00PM
MAIL DOCK 0.6	55.6																	
ARMY POINT 4.2	55.0			f												f		
GOODYEAR 1.0	50.8	5.40	6.30	f 8.35	8.40		9.35	10.22		12.10PM	1.50	2.55		4.25	4.35	f 5.25		8.45
HOYT 1.1	49.8			f												f		
PIERCE 2.1	48.7			f												f		
CYGNUS 1.0	46.6			f 8.24												f 5.15		
TEAL 1.9	45.6			f												f		
JACKSNIPE 3.8	43.7			f												f		
DN **SUISUN-FAIRFIELD** Northern Electric R. R. Crossing 3.0	39.9	5.20	s 6.10	s 8.10	8.20		s 9.15	10.07		11.50AM	s 1.30	2.35		4.05	s 4.15	s 5.00		s 8.25
TOLENAS 1.9	36.9			s 8.02												s 4.50		8.15
VANDEN 1.6	35.0			f												f		f
CANNON 4.0	33.4			f												f		f
D **ELMIRA** 4.8	29.4	5.00	5.46	s 7.48	8.02		8.58	9.53		11.33	1.10	2.15		3.47	3.59	s 4.35		s 8.00
BATAVIA 3.3	24.6			f												f		f
DIXON 4.3	21.3	4.48	f 5.34	s 7.31	7.51		s 8.48	9.42		11.21	s 12.58	2.03		3.36	s 3.49	s 4.17		s 7.42
TREMONT 2.0	17.0			f												f		f
BRIGGSTON 1.8	15.0																	
DNR **DAVIS** 1.5	13.2	4.37	f 5.23	s 7.15	7.40AM	s 7.35AM	s 8.37	9.30	s 9.55AM	s 11.10	s 12.43	1.52	3.10PM	s 3.25PM	s 3.36	s 4.00	s 6.15PM	s 7.25
CHILES 2.0	11.7																	
SWINGLE 1.3	9.7			f					f							f	f	
WEBSTER 5.9	8.4	4.28	5.13	f 7.04		f 7.25	8.28	9.23	9.43	10.53	12.33	1.43			3.28	f 3.49	f	7.14
MIKON 0.6	2.5					f										f	f	
Sacto. & Woodland Ry. Crossing 1.4	1.9																	
WASHINGTON 0.5	0.5			f		f			f							f	f	
DNR **SACRAMENTO** 17.8	0.0	4.15AM	5.00AM	6.50AM		7.10AM	8.15AM	9.10AM	9.30AM	10.40AM	12.20PM	1.30PM	2.40PM		3.15PM	3.35PM	5.45PM	7.00PM
ROSEVILLE 56.4																		
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District..............		(1.40)	(1.45)	(2.00)	(1.15)	(0.25)	(1.30)	(1.25)	(0.25)	(1.45)	(1.40)	(1.40)	(0.30)	(1.15)	(1.30)	(2.05)	(0.30)	(2.00)
Average speed per hour..........		33.84	32.22	28.20	34.56	31.68	37.60	39.81	31.68	32 22	33.84	33.84	26.40	34.56	37.60	27.07	26.40	28.20

Automatic Block

Double Track

See pages 6, 8 and 9 for additional trains between Benicia and Sacramento.

ADDITIONAL STOPS ON SIGNAL

No. 1—Any station to discharge passengers from Cheyenne or points east thereof.
No. 13—Elmira to discharge passengers from points north of Roseville.
No. 15—Any station to discharge passengers from Portland and points beyond.
No. 19—Any station to discharge passengers from points east of Ogden.
No. 21—Cygnus on Sunday.
No. 45—Broderick for mail.
No. 47—Any station to discharge passengers from points north of Davis or east of Sacramento.
No. 73—Webster to discharge passengers.
No. 27—Goodyear Tuesday, Thursday and Sunday to receive passengers. Will wait at Suisun until 8.30 p. m. for Northern Electric connection.

FROM SAN FRANCISCO

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS				Distance from San Francisco	Time Table No. 1 August 18, 1918
	274 Knights Landing Way Freight	**272** Red Bluff Freight	**304** Sacramento Way Freight	**222** Sac'to Ogden & Portland Fast Frt.		
	Leave Daily **EX. SUNDAY**	Leave Daily **EX. MONDAY**	Leave Daily **EX. SUNDAY**	**Leave Daily**		**STATIONS**
	SAC. DIV. No. 233	**SAC. DIV. No. 225**			0.0	DN **SAN FRANCISCO** 32.4
Yard WY **P**			5.00AM	1.00AM	32.4	DNR **BENICIA** 0.8
					33.2	MAIL DOCK 0.6
					33.8	ARMY POINT 4.2
103 East } **P**					38.0	GOODYEAR 1.0
103 West }					39.0	HOYT 1.1
					40.1	PIERCE 2.1
P					42.2	CYGNUS 1.0
					43.2	TEAL 1.9
					45.1	JACKSNIPE 3.8
Yard WFYO **P** Interchange					48.9	DN**SUISUN-FAIRFIELD** **Northern Electric R. R. Crossing** 3.00
84 East 82 West Interchange					51.9	TOLENAS 1.9
					53.8	VANDEN 1.6
					55.4	CANNON 4.0
101 East 101 West WFY					59.4	D **ELMIRA** 4.8
					64.2	BATAVIA 3.3
86 East 86 West					67.5	DIXON 4.3
83East					71.8	TREMONT 2.0
					73.8	BRIGGSTON 1.8
88 East 121 West WIY **P**	1.40PM	1.05PM	11.45AM		75.6	DNR **DAVIS** 1.5
					77.1	CHILES 2.0
					79.1	SWINGLE 1.3
114 East 114 West					80.4	WEBSTER 5.9
					86.3	MIKON 0.6
I					86.9	**Sacto. and Woodland Ry. Crossing** 1.4
					88.3	WASHINGTON 0.5
Term Yard WFTO **P**	2.20PM	1.45PM	12.15PM	7.30AM	88.8	DNR **SACRAMENTO** 17.8
				9.50AM	106.6	**ROSEVILLE**
	Arrive Daily **EX. SUNDAY**	Arrive Daily **EX. MONDAY**	Arrive Daily **EX. SUNDAY**	Arrive Daily		56.4
	(0.40)	(0.40)	(7.15)	(6 30)		........................Time over District
	19.80	19.80	7.78	8 68		........................Average speed per hour

Automatic Block

Double Track

See pages 6, 7 and 9 for additional trains between Benicia and Sacramento.

TOWARD SAN FRANCISCO.

	Time Table No. 1 August 18, 1918 STATIONS		Distance from Sacramento	THIRD CLASS			
				273 Knights Landing Way Freight	303 Sacramento Way Freight	271 Red Bluff Freight	221 Oregon and Red Bluff Freight
				Arrive Daily Ex. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily
DN	**SAN FRANCISCO**	32.4	88.8	SAC. DIV. No. 232		SAC. DIV. No. 226	
DNR	**BENICIA**	0.8	56.4		11.30AM		11.30PM
	MAIL DOCK	0.6	55.6				
	ARMY POINT	4.2	55.0				
	GOODYEAR	1.0	50.8				
	HOYT	1.1	49.8				
	PIERCE	2.1	48.7				
	CYGNUS	1.0	46.6				
	TEAL	1.9	45.6				
	JACKSNIPE	3.8	43.7				
DN	**SUISUN-FAIRFIELD** Northern Electric R. R. Crossing	3.00	39.9				
	TOLENAS	1.9	36.9				
	VANDEN	1.6	35.0				
	CANNON	4.0	33.4				
D	**ELMIRA**	4.8	29.4				
	BATAVIA	3.3	24.6				
	DIXON	4.3	21.3				
	TREMONT	2.0	17.0				
	BRIGGSTON	1.8	15.0				
DNR	**DAVIS**	1.5	13.2	3.35AM		6.40AM	
	CHILES	2.0	11.7				
	SWINGLE	1.3	9.7				
	WEBSTER	5.9	8.4				
	MIKON	0.6	2.5				
	Sacto. and Woodland Ry. Crossing	1.4	1.9				
	WASHINGTON	0.5	0.5				
DNR	**SACRAMENTO**	17.8	0.0	3.00AM	4.30AM	6.00AM	6.30PM
	ROSEVILLE						5.00PM
	56.4			Leave Daily Ex. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
	Time over District............			(0.35)	(7.00)	(0 40)	(5.00
	Average speed per hour..........			22.62	8.05	19.80	11 20

Automatic Block

Double Track

See pages 6, 7 and 8 for additional trains between Benicia and Sacramento.

Eastward.

FROM SAN FRANCISCO.

Time Table No. 1

August 18, 1918

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations	288	250	132	130	26	50	44	128	8	42	36	120	86	Distance from San Francisco		STATIONS
	THIRD CLASS		FIRST CLASS													
	Fresno Freight	Tracy Way Freight	Martinez Local	Martinez Local	The Owl	San Joaquin Valley Flyer	Tracy Passenger	Avon Local	Los Angeles Express	Avon Passenger	Fresno Local	Martinez Local	Oil Fields Flyer			
	Leave Daily	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
			7.40PM	6.40PM	5.00PM	4.00PM	3.40PM	12.40PM	8.20AM	7.40AM	6.20AM		11.40PM	0.0		DN **SAN FRANCISCO** (31.1)
WFITO P	**8.50PM**	**9.30AM**	9.30PM	8.20PM	6.23PM	**5.30PM**	**5.20PM**	2.25PM	9.55AM	**9.25AM**	**8.20AM**	**6.15AM**	1.20AM	31.1	Automatic Block	DNR **PORT COSTA** 1.1
							f	f		f				32.2		NEVADA DOCK 2.5
123 W P	9.00	**9.45** **10.15**	s **9.40PM**	s **8.30PM**	**6.32**	s **5.40**	s 5.30 5.45	s 2.35	s **10.05**	s 9.35	s 8.32	s 6.30AM	f 1.30	34.7		DR MARTINEZ 1.3
							f	f		f				36.0		MOCOCO 0.8
111							f	f		f	f			36.8		PEYTON 1.3
45 Y P	9.20	**11.00AM**			6.38	5.48	s 5.55	s 2.45PM	10.12	s 9.50AM	s 8.42		1.37	38.1		DR **AVON** 3.2
Interchange 208 P	9.40	**12.05PM**			6.43	5.55	s **6.12**		s **10.21**		s 8.52		1.44	41.3		D BAY POINT 1.7
70							f				f			43.0		NICHOLS 1.8
Interchange 56	9.50	12.45			6.48	**6.02**	6.20		10.27		f 9.00		1.51	44.8		McAVOY 4.1
Interchange 50 W P	10.25	1.45			6.54	6.10	s 6.28		s 10.37		s **9.12**		s 1.58	48.9		DN PITTSBURG 1.9
							f				f			50.8		LOS MEDANOS 2.3
														53.1		PRINCE 0.4
56 P	10.50	2.15			7.01	6.17	s 6.36		s 10.45		s 9.24		2.05	53.5		D ANTIOCH 2.5
														56.0		NEWLOVE 1.3
83	11.10	2.30			**7.06**	6.22	f 6.44		f 10.53		f 9.32		2.12	57.3		NEROLY 4.4
104 W P	11.45PM	2.55			7.12	6.29	s **6.52**		s 11.01		s 9.42		2.20	61.7		D BRENTWOOD 5.2
38 P	12.10AM	3.20			7.20	**6.36**	s 7.00		s **11.15**		s 9.52		2.28	66.9		D BYRON 2.0
P						f	f		f		f			68.9		BYRON HOT SPRINGS 2.7
51	12.25	3.40			7.26	6.43	7.08		11.23		f 10.02		2.35	71.6		HERDLYN 4.1
59 P	12.40	4.00			7.32	6.49	s 7.16		f 11.31		s 10.12		2.43	75.7		D BETHANY 3.4
47	12.55	4.20					7.22		11.37		10.20			79.1		JANNEY 3.1
Term yard WFTYO P	1.15AM	**4.40PM**			s 7.43PM	s 7.00PM	s 7.32PM		s 11.45AM		s **10.30AM**		s 2.55AM	82.2		DNR **TRACY**
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUND Y	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(51.1)
	(4.25)	(7.10)	(0.10)	(0.10)	(1.20)	(1.30)	(2.12)	(0.20)	(1.50)	(0.25)	(2.10)	(0.15)	(1.35)	....................Time over district		
	11.56	7.06	21.60	21.60	38.32	34.06	26.20	21.00	27.87	16.80	23.58	14.40	32.27	....................Average speed per hour		

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

ADDITIONAL STOPS ON SIGNAL: No. 50—Any station to receive passengers for points east or south of Tracy.

TOWARD SAN FRANCISCO.

Westward.

Automatic Block

	Time Table No. 1 August 18, 1918	Distance from Tracy	FIRST CLASS							SECOND CLASS				THIRD CLASS
			87	25	81	49	109	129	43	121	31	133	135	249
			Oil Fields Flyer	The Owl	Tracy, Calistoga and Santa Rosa Passenger	San Joaquin Valley Flyer	Sunset Express	Avon Local	Avon Passenger	Martinez Passenger	San Francisco Passenger	Martinez Local	Martinez Local	Tracy Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY
	SAN FRANCISCO (31.1)	82.2	7.50AM	8.30AM	10.10AM	2.10PM	8.30PM	6.30PM	6.10PM	8.50AM	10.00PM			
DNR	PORT COSTA 1.1	51.1	s 6.15AM	s 6.55AM	s 8.20AM	s 12.35PM	s 6.45PM	s 4.18PM	s 4.32PM	s 7.00AM	s 8.05PM	s 8.50PM	s 10.00PM	11.55AM
	NEVADA DOCK 2.5	50.0						f		f				
DR	MARTINEZ 1.3	47.5	s 6.07	6.45	s 8.10	s 12.25	s 6.32	s 4.10	s 4.25	6.50AM	s 7.57	8.35PM	9.45PM	11.27
	MOCOCO 0.8	46.2			f			f	f		f			
	PEYTON 1.3	45.4				f		f	f					
DR	AVON 3.2	44.1	5.59	6.38	s 7.57	f 12.13	6.20	4.00PM	4.15PM		s 7.47			11.00
D	BAY POINT 1.7	40.9	f 5.53	6.33	s 7.50	s 12.05PM	s 6.12				s 7.40			10.21
	NICHOLS 1.8	39.2			f						f			
	McAVOY 4.1	37.4	5.47		f 7.37	f 11.55AM	6.02				f 7.30			9.45
DN	PITTSBURG 1.9	33.3	f 5.40	6.22	s 7.30	s 11.48	s 5.50				s 7.23			9.12
	LOS MEDANOS 2.3	31.4				f					f			
	PRINCE 0.4	29.1												
D	ANTIOCH 2.5	28.7	5.31	6.15	s 7.22	s 11.40	5.39				s 7.13			8.20
	NEWLOVE 1.3	26.2				f								
	NEROLY 4.4	24.9	5.25		7.14	f 11.31	5.33				f 7.06			7.35
D	BRENTWOOD 5.2	20.5	f 5.18	6.04	s 7.07	s 11.24	5.26				s 6.52			7.20
D	BYRON 2.0	15.3	5.08	5.57	s 6.55	s 11.15	5.18				s 6.36			6.55
	BYRON HOT SPRINGS 2.7	13.3			f	f	f				f			
	HERDLYN 4.1	10.6	5.01		6.45	f 11.02	5.09				f 6.21			6.00
D	BETHANY 3.4	6.5	4.55	5.45	f 6.38	s 10.54	5.02				s 6.13			5.45
	JANNEY 3.1	3.1	4.50		f 6.32	10.47	4.56				s 6.05			5.15
DNR	TRACY	0.0	4.45AM	5.35AM	6.25AM	10.40AM	4.50PM				5.55PM			5.00AM
	(51.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY
	Time over District		(1.30)	(1.20)	(1.55)	(1.55)	(1.55)	(0.18)	(0.17)	(0.10)	(2.10)	(0.15)	(0.15)	(6.55)
	Average speed per hour		34.06	38.32	26.66	26.66	26.66	23.33	24.70	21.60	23.58	14.40	14.40	7.38

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

ADDITIONAL STOPS—No. 109 any station to discharge passengers from points east of Los Angeles, inclusive.

Eastward.

FROM SAN FRANCISCO

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		SECOND CLASS			FIRST CLASS											Distance from San Francisco		Time Table No. 1 August 18, 1918
	280	**278**	**242**	**246**	**254**	**184**	**604**	**182**	**96**	**38**	**504**	**602**	**32**	**90**	**500**	**210**			
	San Jose Way Freight	Tracy Way Freight	Fresno Mdse. Freight	Tracy Freight	Ogden Manifest	Livermore Passenger	Western Pacific Passenger	Livermore Passenger	San Jose Passenger	Stockton & Sacramento Passenger	Milk Train	Western Pacific Passenger	Stockton & Sacramento Express	San Jose Passenger	Milk Train	The Newsboy			
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
			6.50PM		10.05PM	7.40PM	7.00PM	5.40PM	5.00PM	4.00PM	1.00PM	9.20AM	8.00AM	6.40AM		1 20AM	0.0	DN	**SAN FRANCISCO** 3.5
						7.58	7.18	5.58	5.18	4.18	1.18	9.38	8.18	6.58		1.38	3.5		**OAKLAND PIER**
I P						8.04PM	7.30PM	6.05PM	5.30PM	4.24PM	1.30PM	9.50AM	8.30AM	7.05AM		1.50AM	3.5	DNR	**OAKLAND PIER** 1.4 Cedar St. Crossing.
Term. Yard WFITYO Interchange	10.30AM	4.05AM													4.00AM		4.9	DNR	**WEST OAKLAND** 1.0
						8.08	7.38PM	6.09	5.34	4.28	1.34	9.58AM	8.34	7.09	4.02	1.54	5.9		**WESTERN PACIFIC JC.** 0.8
I P						s 8.11		s 6.14	s5.38	s4.31	s1.38		s 8.37	s7.14	s4.05	s1.57	6.7		OAKLAND (First St.) Webster St. Crossing. 1.6
P								f	f		f			f	f		8.3		EAST OAKLAND 0.7
																	9.0		23RD AVENUE. 0.7
I P						s 8.20		s 6.21	s5.46	s4.40	s1.48		s 8.47	s7.24	f	2.05	9.7		FRUITVALE 0.9
																	10.6		HUTCHINSON 1.0
																	11.6		KOHLER 0.4
																	12.0		FITCHBURG 1.4
55 P	11.00	**4.28**				f 8.30		f 6.30	f5.54	**4.48**	f1.58		f 8.56	f7.34	f**4.19**	2.13	13.4	DNR	**ELMHURST** 1.4
38 WP	**11.25**	4.33				s 8.34		s 6.35	s5.59	4.51	s2.03		s 9.03	s7.40	f4.22	2.16	14.8	D	SAN LEANDRO 0.7
						f		f	f		f			f			15.5		SOUTH SAN LEANDRO 1.0
						f		f	f		f		f	f			16.5		ESTUDILLO 1.0
40 P	11.40AM	4.42				f 8.40		s **6.48**	s6.05	4.55	s2.09		s 9.10	s7.48	f4.27	2.20	17.5	D	LORENZO 0.6
						f		f	f		f			f			18.1		CHERRY 2.0
46 P	12.15PM	4.50				s 8.47		s 6.57	s6.14	s5.02	s**2.22**		s 9.18	s7.56	f4.32	2.25	20.1	D	HAYWARD 1.5
						f		f	f		f			f			21.6		HARDER 2.4
33	12.40	5.00				f 8.53		f 7.03	f6.22	5.07	f2.30		9.25	f**8.09**	4.38	2.31	24.0		HALVERN 2.5
36 P	1.15	5.10				s 9.00		s 7.10	s**6.31**	5.11	s2.37		s 9.33	s8.15	f4.43	2.36	26.5	D	DECOTO 1.1
														f			27.6		PABRICO 1.6
Yard WYO P	1.30PM	5.30	9.40PM	9.20PM	1.25AM	s 9.08		s 7.20	s6.40PM	s5.18	s2.43PM		s **9.45**	s8.21AM	s4.48AM	s2.44	29.2	DNR	**NILES** 2.5
36 P		5.50	9.50	9.29	1.40	f 9.13		f 7.25		5.22			f 9.50			2.49	31.7		FARWELL 1.9
								f									33.6		BRIGHTSIDE 2.0
75 P		**6.23**	10.05	9.45	1.55	s 9.23		s 7.35		s5.32			s10.00			2.59	35.6	D	SUNOL 1.6
						f		f					f				37.2		BONITA 1.2
						f		f					f				38.4		VERONA 2.5
79 P		7.00	10.20	9.57	2.15	s 9.35		s 7.45		s5.43			s10.17			3.09	40.9	D	PLEASANTON 1.1
I Y P						f 9.38		f									42.0	R	**RADUM** 0.4
																	42.4		REMILLARD 0.6
41 P		7.25	10.25	10.01	2.25	9.40		7.50		**5.52**			f10.22			3.13	43.0		ELIOT 3.9
94 WT P		**8.15**	10.55	10.20	2.55	s 9.50PM		s 8.00PM		s**6.00**			s10.35			3.20	46.9	DNR	**LIVERMORE** 1.5
P													f				48.4		TREVARNO 2.1
80 P		8.45	11.12	10.35	3.15					6.10			f10.47			3.33	50.5		ULMAR 4.5
79 T P		9.30	11.35	10.55	**3.45**					6.20			s**11.00**			**3.45**	55.0	DN	ALTAMONT 4.5
29 P		10.00	11.48	11.05	4.10					6.28			f11.10			3.55	59.5		CAYLEY 3.6
78 P		**10.20**	11.58PM	11.13	4.25					6.35			s11.18			4.05	63.1		MIDWAY 5.6
30			12.10AM	11.25	4.40												68.7		MEDAL 2 1
WFTYO Term. Yard P		11.20AM	12.30AM	11.35PM	**5.15AM**					s6.50PM			¶ 11.35AM			s4.20AM	70.8	DNR	**TRACY**
	Arrive Daily EX SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX.MONDAY	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(67.3)
	(3.00)	(7.15)	(2.50)	(2.15)	(3.50)	(1.46)	(0.8)	1.55)	(1.10)	(2 26)	(1.13)	(0.8)	(3.05)	(1.16)	(0.48)	(2.30)			....................Time over District
	8.10	10.27	14.68	17.74	10.85	24.51	18.00	22.64	22.74	27.65	21.80	18.00	21.82	20.94	33.16	26.92			....................Average speed per hour

Oakland Ferry

Double Track

Automatic Block

On single track westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

See pages 14 and 15 for additional trains between Oakland Pier, West Oakland and Elmhurst.

ADDITIONAL STOPS ON SIGNAL—No. 38 San Leandro to receive passengers for Tracy and points east.

Nos. 90 and 182 Cherryland at M. P. 19
No. 210 Livermore Sunday and Monday to discharge passengers.

TOWARD SAN FRANCISCO.

Westward.

Time Table No. 1 August 18, 1918		Distance from Tracy	FIRST CLASS								THIRD CLASS			FOURTH CLASS
			89	603	93	91	181	95	601	37	241	253	279	277
			San Jose Passenger	Western Pacific Passenger	Livermore Passenger	San Jose Passenger	Sacramento and Stockton Passenger	San Jose Passenger	Western Pacific Passenger	Sacramento and Stockton Passenger	Fresno Freight	Ogden Manifest	San Jose Way Freight	Tracy Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY
DN	**SAN FRANCISCO** (Oakland Ferry) 3.5	70.8	7.10AM	7.50AM	8.10AM	9.30AM	3.30PM	5.50PM	6.30PM	7.50PM		11.00PM		
	OAKLAND PIER (Oakland Ferry)	67.3	6.52	7.32	7.52	9.12	3.12	5.32	6.12	7.32				
DNR	**OAKLAND PIER** (Double Track) 1.4	67.3	s 6.42AM	s 7.15AM	s 7.42AM	s 9.02AM	s 3.05PM	5.20PM	s 6.02PM	s 7.26PM				
DNR	Cedar St. Crossing **WEST OAKLAND** 1.0	65.9											9.30PM	12.20PM
	WESTERN PACIFIC JC 0.8	64.9	6.37	7.06AM	7.34	8.57	2.55	5.12	5.53PM	7.19				
	OAKLAND (First St.) Webster St. Crossing 1.6	64.1	s 6.35		s 7.32	s 8.55	s 2.53	s 5.10		s 7.17				
	EAST OAKLAND 0.7	62.5	f											
	23RD AVENUE 0.7	61.8												
	FRUITVALE 0.9	61.1	s 6.28		s 7.23	s 8.45	s 2.43	s 4.58		s 7.08				
	HUTCHINSON 1.0	60.2												
	KOHLER 0.4	59.2												
	FITCHBURG 1.4	58.8												
DNR	**ELMHURST** 1.4	57.4	f 6.20		f 7.15	8.37	2.35	s **4.48**		7.00			8.50	11.40AM
D	SAN LEANDRO (Automatic Block) 0.7	56.0	s 6.16		s 7.10	s 8.33	2.32	s 4.43		6.55			8.35	**11.25**
	SOUTH SAN LEANDRO 1.0	55.3	f		f			f						
	ESTUDILLO 1.0	54.3	f		f			f						
D	LORENZO 0.6	53.3	s 6.09		s 7.03	s 8.27	2.27	s 4.34		**6.48**			8.15	11.10
	CHERRY 2.0	52.7	f		f									
D	HAYWARD 1.5	50.7	s 6.02		s 6.57	s 8.20	s **2.22**	s 4.27		6.42			7.55	10.55
	HARDER 2.4	49.2	f		f	f		f						
	HALVERN 2.5	46.8	f 5.55		f 6.49	f **8.09**	2.15	f 4.18					7.40	10.25
D	DECOTO 1.1	44.3	f 5.50		s 6.44	s 8.02	2.10	s 4.12		**6.31**			7.30	10.10
	PABRICO 1.6	43.2			f			f						
DNR	**NILES** 2.5	41.6	5.45AM		s 6.38	7.57AM	s 2.05	4.05PM		s 6.25	12.45PM	7.15PM	7.20PM	**9.45**
	FARWELL 1.9	39.1			f 6.30		1.55			f 6.14		6.50		9.30
	BRIGHTSIDE 2.0	37.2			f									
D	SUNOL 1.6	35.2			s **6.23**		s 1.49			s 6.07	12.25	6.35		9.15
	BONITA 1.2	33.6			f					f				
	VERONA 2.5	32.4			f					f				
D	PLEASANTON 1.1	29.9			s 6.14		s 1.39			s 5.57	12.05PM	6.18		8.50
R	**RADUM** 0.4	28.8												
	REMILLARD 0.6	28.4												
	ELIOT 3.9	27.8			f 6.07		1.34			f **5.52**		6.10		8.30
DNR	**LIVERMORE** 1.5	23.9			6.00AM		s 1.28			s **5.45**	11.45AM	6.00 5.25		**8.15**
	TREVARNO 2.1	22.4								f				
	ULMAR 4.5	20.3					1.20			f 5.37	11.15	5.05		6.35
DN	ALTAMONT 4.5	15.8					1.13			s 5.30	**11.00**	4.50		6.20
	CAYLEY 3.6	11.3								f 5.15	10.35	4.25		6.00
	MIDWAY 5.6	7.7					12.58			f 5.07	**10.20**	4.05		5.40
	MEDAL 2.1	2.1												
DNR	**TRACY**	0.0					12.45PM			4.55PM	9.45AM	3.30PM		**5.15AM**
	(67.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
	Time over District. Average speed per hour....................		(0.57) 27.92	(0.9) 16.00	(1.42) 25.53	(1.05) 24.49	(2.20) 28.84	(1.15) 21.22	(0.9) 16.00	(2.31) 26.74	(3.00) 13.31	(3.45) 11.09	(2.10) 11.98	(7.05) 9.30

On single track westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

See pages 14 and 15 for additional trains between Oakland Pier, West Oakland and Elmhurst.

ADDITIONAL STOPS ON SIGNAL.—No. 37 any station west of Niles to discharge passengers from points east of Sunol inclusive.

Eastward **FROM SAN FRANCISCO.** **TOWARD SAN FRANCISCO.** Westward.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	FIRST CLASS					Distance from San Francisco		Time Table No. 1 August 18, 1918		Distance from San Jose	FIRST CLASS			SECOND CLASS		FOURTH CLASS
	802 Way Freight	**506** San Jose Passenger	**510** Milk Train	**92** San Jose Passenger	**502** Santa Cruz Passenger	**508** Milk Train						**505** San Jose Passenger	**501** Santa Cruz Passenger	**557** San Jose Passenger	**513** Milk Train	**515** Milk Train	**801** Way Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
		5.20PM		12.20PM	8.00AM		0.0		DN **SAN FRANCISCO** 3.5	Oakland Ferry	47.4	11.50AM	6.10PM	★10.40PM	9.10AM	7.30PM	
		5.38		12.38	8.18		3.5		**OAKLAND PIER**		43.9	11.32	5.52	10.22	8.52	7.12	
IP		5.50PM		12.44PM	8.35AM		3.5	Automatic Block	DNR **OAKLAND PIER** 1.4 Cedar St. Crossing	Double Track	43.9	s 11.20AM	s 5.42PM	s 10.05PM	s 8.40AM	s 7.05PM	
Term. Yard WFITYO Interchange	10.45AM						4.9		DNR **WEST OAKLAND** 1.0		42.5						5.30PM
		5.54		12.48	8.39		5.9		**WESTERN PACIFIC JC.** 0.8		41.5	11.14	5.35	9.57	8.32	6.56	
IP		s 5.58		s 12.51	s 8.45		6.7		• OAKLAND (First St.) Webster St. Crossing 1.6		40.7	s 11.12	s 5.33	s 9.55	s 8.30	s 6.54	
P		f		f	f		8.3		EAST OAKLAND 0.7		39.1						
							9.0		23RD AVENUE 0.7		38.4						
IP		s 6.06		s 12.58	s 8.54		9.7		FRUITVALE 0.9		37.7	s 11.03	s 5.24	s 9.47	s 8.20	s 6.45	
							10.6		HUTCHINSON 1.0		36.8						
							11.6		KOHLER 0.4		35.8						
							12.0		FITCHBURG 1.4		35.4						
55 P	11.15	f 6.15		f 1.07	s 9.04		13.4		DNR **ELMHURST** 2.1		34.0	f 10.55	f 5.15	f 9.38	f 8.10	f 6.35	4.55
14		f		f	f		15.5		MULFORD 2.3		31.9	f	f	f	f	f	
18 P		f 6.25		f	f 9.14		17.8		ROBERT 2.4		29.6	f	f 5.05	f	f	f 6.25	
77	11.35	f 6.30		f 1.20	f 9.20		20.2		RUSSELL 1.3		27.2	f 10.38	f 5.00	f 9.23	f 7.54	f 6.15	4.35
26 P	11.55AM	s 6.35		f 1.23	s 9.25		21.5		MOUNT EDEN 1.5		25.9	s 10.33	s 4.56	f 9.18	s 7.50	f 6.10	4.15
9 Spur		f		f	f		23.0		BAUMBERG 2.3		24.4	f	f	f	f	f	
68	12.30PM	s 6.45		s 1.30	s 9.33		25.3	D	ALVARADO 0.9		22.1	s 10.25	s 4.48	s 9.10	f 7.42	f 5.58	3.50
		f			f		26.2		HALL 2.2		21.2	f	f		f	f	
13	12.50	f 6.52		f 1.38	f 9.39		28.4		ARDEN 2.2		19.0	f 10.15	f 4.40	f 9.00	f	s	3.00
Yard WYP	1.40	s 7.00	s 3.07PM	s 1.45PM	s 9.48	s 5.10AM	30.6	Auto. Block	DNR **NEWARK** 2.2		16.8	s 10.10	s 4.35	s 8.55	s 7.18AM	s 5.38PM	2.45
9		f	f		f	f	32.8		MOWRY 1.3		14.6	f	f	f			
88	2.15	f 7.08	3.17		f 9.58	5.20	34.1		ALBRAE 1.4		13.3	f 9.58	f 4.24	f 8.45			2.15
		f			f		35.5		MALLARD 1.0		11.9	f	f	f			
6		f	f		f	f	36.5		DRAWBRIDGE 2.6		10.9	f	f	f			
18	2.30	s 7.20	s 3.27		s 10.10	f 5.30	39.1		ALVISO 2.6		8.3	s 9.48	s 4.14	s 8.35			1.35
59	2.50	s 7.30	s 3.35		s 10.17	f 5.35	41.7	D	AGNEW 3.1		5.7	s 9.40	s 4.07	s 8.27			1.25
	3.00	s 7.40	s 4.00		s 10.25	s 5.50	44.8	D	SANTA CLARA 1.4		2.6	s 9.30	s 4.00	s 8.20			12.15
I	3.05PM	7.45PM	f 4.05PM		f 10.30AM	f 5.55AM	46.2	Auto. Block	R **COLLEGE PARK**		1.2	s 9.25AM	f 3.55PM	f 8.15PM			12.10PM
Trains between College Park, San Jose and West San Jose governed by Coast Division Time Table.																	
Term. Yard WFITO	3.10PM	7.50PM	4.10PM			6.00AM	47.4		DNR **SAN JOSE**		0.0	9.20AM		8.10PM			12.05PM
					10.35AM				**WEST SAN JOSE**				3.50PM				
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	(4.20)	(1.55)	(0.58)	(1.01)	(1.55)	(0.45)			Time over District			(1.55)	(1.47)	(1.50)	(1.22)	(1.27)	(5.20)
	9.86	22.27	16.13	26.65	22.27	20.80			Average speed per hour			22.27	23.94	23.29	19.82	18.69	8.00

★No. 557—San Francisco 10.30 p.m. on Saturday and Sunday.

On single track westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

ADDITIONAL STOPS ON SIGNAL — Nos. 501 and 557—East Oakland to discharge passengers.

See pages 12, 13 and 15 for additional trains between Oakland Pier, West Oakland and Elmhurst.

Passenger Trains moving from Centerville to College Park via Newark will use east leg of Wye at Newark and back up to station, complying with Rule 99.
Passenger Trains moving from College Park to Centerville via Newark will use east leg of Wye at Newark and back up to station on west leg of Wye, complying with Rule 99.

Eastward | **Westward**

Location of Telephone and Interlocking Towers.	FIRST CLASS									Distance from San Francisco		Time Table No. 1 August 18, 1918		Distance from Stonehurst	SECOND CLASS								
	3066	3064	3062	3060	3058	3056	3054	3052	3050						3049	3051	3053	3055	3057	3059	3061	3063	3065
	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger						Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger
	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			STATIONS			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive Daily
	3.00PM	2.00PM	1.20PM	10.00AM	9.00AM	7.20AM	6.40AM	6.00AM		0.0		DN SAN FRANCISCO 3.5	Oakland Ferry	14.3	7.10AM	8.10AM	8.50AM	9.30AM	11.10AM	12.10PM	3.10PM	4.10PM	5.30PM
										3.5		OAKLAND PIER		10.8									
I P			1.47PM							3.5	Automatic Block	DNR OAKLAND PIER 1.4 Cedar St. Crossing.	Double Track	10.8				s 8.55AM		s 11.39AM			
Term Yard WFITYO										4.9		DNR WEST OAKLAND 1.0		9.4									
			1.51							5.9		WESTERN PACIFIC JC. 0.8		8.4				8.49		11.31			
I P			s 1.54							6.7		OAKLAND (First St.) Webster St. Crossing. 1.6		7.6				s 8.47		s 11.29			
P			s 1.59		9.45AM				5.48AM	8.3		EAST OAKLAND 0.7		6.0				s 8.42		s 11.25			
			f		f				f	9.0		23RD AVENUE 0.7		5.3				f		f			
I P	3.42PM	2.42PM	s 2.04	10.40AM	s 9.49	8.05AM	7.28AM	6.42AM	s 5.54	9.7		FRUITVALE 0.9		4.6	s 6.22AM	s 7.22AM	s 8.02AM	s 8.40	s 10.21AM	s 11.21	s 2.35PM	s 3.22PM	s 4.38PM
	f	f	f	f	f	f	f	f	f	10.6		HUTCHINSON 1.0		3.7	f	f	f	f	f	f	f	f	f
	f	f	f	f	f	f	f	f	f	11.6		KOHLER 0.4		2.7	f	f	f	f	f	f	f	f	f
	f	f	f	f	f	f	f	f	f	12.0		FITCHBURG 1.4		2.3	f	f	f	f	f	f	f	f	f
55 P	s 3.51	s 2.51	s 2.12	s 10.49	s 9.57	s 8.13	s 7.36	s 6.50	s 6.02	13.4		DN ELMHURST 0.9 W. P. Crossing.		0.9	s 6.13	s 7.13	s 7.53	s 8.32	s 10.13	s 11.13	s 2.28	s 3.13	s 4.30
W	s 3.55PM	s 2.55PM	s 2.18PM	s 10.55AM	s 10.00AM	s 8.17AM	s 7.39AM	s 6.55AM	s 6.05AM	14.3		STONEHURST		0.0	6.10AM	7.10AM	7.50AM	8.30AM	10.10AM	11.10AM	2.25PM	3.10PM	4.27PM
	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday						Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave Daily

Eastward | **Westward**

Location of Telephone and Interlocking Towers.	FIRST CLASS									Distance from San Francisco		Time Table No. 1 August 18, 1918		Distance from Stonehurst	SECOND CLASS								
					3076	3074	3072	3070	3068						3067	3069	3071	3073	3075				
					Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger						Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger				
					Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive SUNDAY ONLY	Arrive Daily Ex. Sunday				
					6.20PM	5.40PM	5.00PM	4.00PM	3.20PM	0.0		DN SAN FRANCISCO 3.5	Oakland Ferry	14.3	6.10PM	7.10PM	7.50PM						
										3.5		OAKLAND PIER		10.8									
I P									3.38PM	3.5	Automatic Block	DNR OAKLAND PIER 1.4 Cedar St. Crossing.	Double Track	10.8									
Term Yard WFITYO										4.9		DNR WEST OAKLAND 8		9.4									
										5.9		WESTERN PACIFIC JC. 1.8		8.4									
I P									s 3.47	6.7		OAKLAND (First St.) Webster St. Crossing 1.6		7.6									
P									s 3.52	8.3		EAST OAKLAND 0.7		6.0				s 7.00PM	s 7.33PM				
									f	9.0		23RD AVENUE 0.7		5.3				f	f				
I P					7.04PM	6.23PM	5.44PM	4.45PM	s 3.58	9.7		FRUITVALE 0.9		4.6	s 5.20PM	s 6.15PM	s 6.57PM	s 6.57	s 7.30				
					f	f	f	f	f	10.6		HUTCHINSON 1.0		3.7	f	f	f	f	f				
					f	f	f	f	f	11.6		KOHLER 0.4		2.7	f	f	f	f	f				
					f	f	f	f	f	12.0		FITCHBURG 1.4		2.3	f	f	f	f	f				
55 P					s 7.12	s 6.33	s 5.52	s 4.56	s 4.06	13.4		DN ELMHURST 0.9 W. P. Crossing.		0.9	s 5.08	s 6.08	s 6.48	s 6.48	s 7.22				
W					s 7.16PM	s 6.37PM	s 5.56PM	s 5.00PM	s 4.10PM	14.3		STONEHURST		0.0	5.05PM	6.05PM	6.45PM	6.45PM	7.18PM				
					Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday						Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave SUNDAY ONLY	Leave Daily Ex. Sunday				

On single track Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

See pages 12, 13 and 14 for additional trains between Oakland Pier, West Oakland and Elmhurst.

ADDITIONAL STOPS ON SIGNAL.
All trains Seminary Ave.
Cannery just east of Fitchburg on signal.

Eastward **FROM SAN FRANCISCO** — **TOWARD SAN FRANCISCO** Westward.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS			FIRST CLASS	Distance from San Francisco	Time Table No. 1 August 18, 1918	Distance from Niles	FIRST CLASS		SECOND CLASS		THIRD CLASS	
	242	246	254	92				507	509	513	515	241	253
	Fresno Merchandise Freight	Tracy Freight	Ogden and Portland Manifest Freight	San Jose Passenger				Milk Train	Milk Train	Milk Train	Milk Train	Fresno Freight	Ogden Manifest Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	6.50PM		10.05PM	12.40PM	0.0	DN **SAN FRANCISCO** 25.4	43.0						11.00PM
YP	8.25PM	8.15PM	12.15AM		26.2	DNR **REDWOOD JCT.** 0.2	16.8					2.45PM	9.10PM
137					26.4	BESTOS 1.6	16.6						
					28.0	SWEENY 1.5	15.0						
58 P	8.37	8.25	12.25		29.5	HENDERSON 0.7	13.5					2.20	8.58
					30.2	D REMOUNT 0.7	12.8						
					30.9	RAVENSWOOD 3.0	12.1						
56	8.48	8.35	12.35		33.9	DUMBARTON 3.3	9.1					2.10	8.48 8.30
108 WYP	9.15	9.00	1.00	1.50PM	37.2	Auto. Block { DNR **NEWARK** 1.8	5.8	s 5.08AM	s 3.05PM	s 7.15AM	s 5.35PM	1.40	8.15
					39.0	MATTOS 1.1	4.0	f	f	f	f		
32 P	9.27	9.10	1.10	s 1.55	40.1	CENTERVILLE 2.3	2.9	f 5.00	s 2.56	s 7.08	s 5.27	1.15	7.50
I Y					42.4	W. P. Crossing 0.6	0.6						
Yard WYOP	9.40PM	9.20PM	1.25AM	s 2.05PM	43.0	DNR **NILES**	0.0	4.50AM	2.45PM	6.58AM	5.20PM	1.05PM	7.40PM
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily		(17.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(1.15)	(1.05)	(1.10)	(0.15)		Time over District		(0.18)	(0.20)	(0.17)	(0.15)	(1.40)	(1.30)
	14.08	16.24	15.08	23.20		Average speed per hour		19.33	17.40	20.47	23.20	10.56	14.66

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

Trains between Redwood Jct. and San Francisco be governed by Coast Division Time Table.

Eastward **FROM SAN FRANCISCO** — **TOWARD SAN FRANCISCO** Westward.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	FIRST CLASS				Distance from San Francisco	Time Table No. 1 August 18, 1918	Distance from San Jose	FIRST CLASS				SECOND CLASS		THIRD CLASS
	280	96	92	188	90				89	91	187	95	513	515	279
	San Jose Way Freight	San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger				San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger	Milk Train	Milk Train	San Jose Way Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
		5.00PM	12.20PM	8.00AM	6.40AM	0.0	DN **SAN FRANCISCO** 29.2	46.7	7.10AM	9.30AM		5.50PM			
Yard WYOP	1.50PM	6.45PM	2.10PM	9.45AM	8.25AM	29.2	Automatic Block { DNR **NILES** 0.5	17.5	s 5.45AM	s 7.55AM	s 9.30AM	s 4.00PM	s 6.55AM	s 5.10PM	6.00PM
IY						29.7	W. P. Crossing 0.9	17.0							
		f		f	f	30.6	OVERACKER 2.2	16.1	f	f	f	f		f	
37	2.00	s 6.52	s 2.17	s 9.54	s 8.32	32.8	IRVINGTON 3.5	13.9	f 5.38	s 7.47	s 9.22	s 3.52	f 6.45	f 5.00	5.42
44	2.15	f 7.00	f 2.25	f 10.03	f 8.40	36.3	WARM SPRINGS 4.4	10.4	f 5.32	f 7.40	f 9.15	f 3.45	f 6.33	f 4.42	5.00
42	**2.35**	s 7.10	s **2.35**	s 10.12	s 8.50	40.7	D MILPITAS 2.6	6.0	f 5.25	s 7.32	s 9.07	s 3.38	f 6.25	f **4.35**	**4.35**
38	3.00	f 7.16	f 2.41	f 10.18	f **9.01**	43.3	WAYNE 2.6	3.4	f 5.21	f 7.26	**9.01**	f 3.31	f 6.15	f 4.25	4.00
Interchange						45.9	RURIC 0.8	0.8							
Term. Yard WFITO	3.20PM	s 7.25PM	s 2.50PM	s 10.25AM	s 9.10AM	46.7	DNR **SAN JOSE**	0.0	5.15AM	7.20AM	8.55AM	**3.25PM**	6.05AM	4.15PM	3.50PM
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(17.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	(1.30)	(0.40)	(0.40)	(0.40)	(0.45)		Time over District		(0.30)	(0.35)	(0.35)	(0.35)	(0.50)	(0.55)	(2.10)
	11.66	26.25	26.25	26.25	23.33		Average speed per hour		35.00	30.00	30.00	30.00	21.00	19.09	8.07

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

Eastward. FROM SAN FRANCISCO. TOWARD SAN FRANCISCO. Westward.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS 146 San Ramon Mixed Leave Daily EX. SUNDAY	Distance from San Francisco		Time Table No. 1 August 18, 1918 STATIONS	Distance from Radum	145 San Ramon Mixed Arrive Daily EX. SUNDAY	SECOND CLASS
	7.40AM	0.0	DN	**SAN FRANCISCO** 38.1	67.8	6.10PM	
45 Y	9.55AM	38.1	DR	**AVON** 1.5	29.7	s 3.45PM	
		39.6		HAPRESS 1.4	28.2		
		41.0		GALINDO 1.5	26.8		
80 W	s 10.05	42.5	D	CONCORD 0.7	25.3	s 3.15 12.50	
	f	43.2		NACIO 1.9	24.6		
	s 10.15	45.1		HOOKSTON 0.7	22.7	f 12.35	
Interchange Track	f 10.20	45.8		LAS JUNTAS O. and A. Crossing 1.5	22.0	f 12.25	
		47.3		OXLEY 0.9	20.5		
24	s 10.30	48.2	D	WALNUT CREEK 2.4	19.6	s 12.10PM	
	f	50.6		WIDBERO 2.0	17.2		
18	f 10.45	52.6		ALAMO 2.2	15.2	f 11.55AM	
57	s 10.55	54.8	D	DANVILLE 1.6	13.0	s 11.45	
	f	56.4		OSAGE 1.3	11.4		
29 T	s 11.05AM	57.7	R	SAN RAMON 3.6	10.1	s 11.30AM	
		61.3		FOREST HOME 2.3	6.5		
71		63.6		DOUGHERTY 2.8	4.2		
31		66.4		ASCO 1.4 Western Pac. Crossing	1.4		
I Y P		67.8	R	**RADUM**	0.0		
	Arrive Daily EX. SUNDAY			(29.7)		Leave Daily EX. SUNDAY	

(1.10) .... Time over District .... (4.15)

16.80 .... Average speed per hour 15.08

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Eastward. FROM SAN FRANCISCO.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	FIRST CLASS								Distance from San Francisco		Time Table No. 1 August 18, 1918
	262	162	64	70	170	62	68	168	154			
	Calistoga Freight	Napa Passenger	Calistoga Passenger	Santa Rosa Passenger	Suisun Passenger	Calistoga Passenger	Santa Rosa Passenger	Solano Local	Napa Passenger			
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS
			3.40PM	3.40PM		7.40AM	7.40AM			0.0	DN	**SAN FRANCISCO** 30.0
Yard WFT		6.30PM	**5.35PM**	**5.25PM**	3.30PM	**9.33AM**	**9.23AM**	7.40AM	5.00AM	30.0	DR	**SOUTH VALLEJO** 1.1
		s 6.35	s 5.38	s 5.28	s 3.33	s 9.35	s 9.25	s 7.43	s 5.05	31.1		NORTH VALLEJO 0.7
		f		f	f	f		f		31.8		LOUISIANA ST. 0.5
				f	f	f		f		32.3		ORPHANS HOME 2.1
24		f 6.41	5.43	f 5.33	f 3.38	f 9.40	f 9.30	f 7.48	f 5.13	34.4		FLOSDEN 2.5
										36.9		STANDARD 0.4
Yard WYO P	4.30AM	s 6.47	s **5.50**	s **5.40PM**	s **3.45PM**	s **9.46**	s **9.36AM**	s 7.55AM	s 5.21	37.3	DR	**NAPA JUNCTION** Napa Valley Ry. Crossing 1.6
			f			f				38.9		MIDDLETON 2.1
	4.45	f 6.55	f 5.57			f 9.53			f 5.31	41.0		RATTO 0.7
			f			f			f	41.7		SUSCOL 2.5
		f	f			f			f	44.2		IMOLA 1.3
30 W	5.15 6.30	s 7.05PM	s 6.07			s 10.03			s **5.43AM**	45.5	DR	Napa Valley Ry. Crossing NAPA 2.3
6	6.40		s 6.11			s 10.07				47.8	R	**UNION** 2.4
12	6.55		f 6.16			f 10.12				50.2		OAK KNOLL 1.5
9			f			f				51.7		TRUBODY 2.3
22 W	7.26		s 6.25			s 10.21				54.0	D	YOUNTVILLE 3.5
27	8.00		s 6.33			s 10.29				57.5	D	OAKVILLE 1.9
19	8.15		s 6.38			s 10.34				59.4	D	RUTHERFORD 1.8
20	8.35		f 6.43			f 10.39				61.2		ZINFANDEL 0.9
										62.1		THOMAN 0.3
22			f			f				62.4		CRANE 1.2
22	9.00		s 6.49			s 10.45				63.6		ST. HELENA 0.9
11			f			f				64.5		KRUG 0.8
13	9.15		f 6.56			f 10.52				65.3		BARRO 2.2
			f			f				67.5		BALE 0.8
16	9.30		f 7.04			f 11.00				68.3		LARKMEAD 0.7
10 W			f			f				69.0		MAPLE 2.7
10 WT	10.00AM		s 7.15PM			s **11.10AM**				71.7	DR	**CALISTOGA**
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(41.7)
	(5.30)	(0.35)	(1.40)	(0.15)	(0.15)	(1.37)	(0.13)	0.15)	(0.43)			……………………Time over District
	6 25	26.57	25.02	29.20	29.20	25.79	33.69	29.20	22.09			……………………Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72.) Exception: No. 154 is superior to No. 153.

Eastward. FROM SAN FRANCISCO.

	NAVY YARD FERRY							VALLEJO JUNCTION—VALLEJO FERRY							Distance from San Francisco		Time Table No. 1 August 18, 1918
	Light	Light	Light	Light	FROM 81 and 42	FROM 122 and 123	FROM 1st 153	FROM 132	FROM 44 and 131	FROM 29 and 128	FROM 49	FROM 30 and 47	FROM 28	FROM 2d 153			
	SATURDAY ONLY	Daily	Daily	Daily	Daily	Daily	Daily	SUNDAY ONLY	Daily	Daily	Daily	Daily	Daily	Daily			STATIONS
		5.45PM	4.40PM		9.05AM	7.20AM		9.15PM	5.05PM	2.35PM	12.48PM	10.20AM	8.00AM		28.0	D	**VALLEJO JCT.**
	11.50AM			3.45PM	9.20 9.40		6.25AM	9.25	5.20 5.30					7.10AM	30.0	D	**SOUTH VALLEJO**
WF	12.01PM	6.12PM	5.05PM	3.55PM		7.45	6.38AM						8.20	7.25AM			**MARE ISLAND**
					9.50AM	7.55AM		9.35PM	5.40PM	3.05PM	1.10PM	10.45AM	8.40AM		31.6		**NORTH VALLEJO WHF.**

TOWARD SAN FRANCISCO. Westward.

Time Table No. 1

August 18, 1918

	STATIONS	Distance from Calistogo	FIRST CLASS					SECOND CLASS		FOURTH CLASS
			153 Napa Passenger	67 Santa Rosa Passenger	61 Calistoga Passenger	63 Calistoga Passenger	69 Santa Rosa Passenger	167 Vallejo Passenger	169 Solano Local	263 Calistoga Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
DN	**SAN FRANCISCO** 30.0	71.7		10.10AM	10.10AM	5.50PM	5.50PM			
DR	**SOUTH VALLEJO** 1.1	41.7	s6.20AM	s8.17AM	s 8.27AM	s 4.05PM	s4.15PM	s10.01AM	s6.05PM	
	NORTH VALLEJO 0.7	40.6	f6.16	s8.13	s 8.23	s 4.01	s4.11	s 9.57	s6.01	
	LOUISIANA ST. 0.5	39.9			f	f	f	f		
	ORPHANS HOME 2.1	39.4			f	f	f	f		
	FLOSDEN 2.5	37.3	6.10	f8.07	f 8.17	f 3.55	f4.05	f 9.51	5.55	
	STANDARD 0.4	34.8								
DR	**NAPA JUNCTION** Napa Valley Ry. Crossing 1.6	34.4	s6.05	8.02AM	s 8.12	s 3.50	4.00PM	9.46AM	5.50PM	3.40PM
	MIDDLETON 2.1	32.8			f	f				
	RATTO 0.7	30.7	5.58		f 8.00	f 3.40				3.28
	SUSCOL 2.5	30.0			f	f				
	IMOLA 1.3	27.5			f	f				
DR	Napa Valley Ry. Crossing NAPA 2.3	26.2	5.50AM		s 7.51	s 3.31				3.15
R	**UNION** 2.4	23.9			s 7.39	s 3.19				2.45 1.35
	OAK KNOLL 1.5	21.5			f 7.33	f 3.13				1.20
	TRUBODY 2.3	20.0			f	f				
D	YOUNTVILLE 3.5	17.7			s 7.26	s 3.06				1.00
D	OAKVILLE 1.9	14.2			s 7.19	s 2.59				12.35
D	RUTHERFORD 1.8	12.3			s 7.15	s 2.55				12.25
	ZINFANDEL 0.9	10.5			f 7.10	f 2.50				12.15
	THOMAN 0.3	9.6								
	CRANE 1.2	9.3			f	f				
	ST. HELENA 0.9	8.1			s 7.04	s 2.44				12.01PM
	KRUG 0.8	7.2			f	f				
	BARRO 2.2	6.4			f 6.59	f 2.39				11.45AM
	BALE 0.8	4.2			f	f				
	LARKMEAD 0.7	3.4			f 6.52	f 2.32				11.35
	MAPLE 2.7	2.7			f	f				
DR	**CALISTOGA**	0.0			6.45AM	2.25PM				11.25AM
	(41.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	Time over District		(0.30)	(0.15)	(1.42)	(1.40)	(0.15)	(0.15)	(0.15)	(4.15)
	Average speed per hour		31.00	29.20	24.52	25.02	29.20	29.20	29.20	11.15

Cross-over switch at west end of Union siding must be lined up for Union line and siding must be kept clear between these switches.

ADDITIONAL STOPS ON SIGNAL

No. 67—Orphans' Home and Louisiana Street to discharge passengers.

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.) Exception: No. 154 is superior to No. 153.

TOWARD SAN FRANCISCO. Westward.

Time Table No. 1

August 18, 1918

VALLEJO JUNCTION—VALLEJO FERRY

	STATIONS	Distance from No. Vallejo Wharf	TO 28	TO 47	TO 127 and 49	TO 29, 128 and 20	TO 43 and 129		TO 132	
			Daily	Daily	Daily	Daily	Daily	Daily EX. SUNDAY	SUNDAY ONLY	SUNDAY ONLY
D	**VALLEJO JCT.**	3.6	7.55AM	10.15AM	11.50AM	2.12PM	4.50PM		8.25PM	
D	**SOUTH VALLEJO**	1.6					4.35 4.22	5.55PM	8.10	9.50PM
	MARE ISLAND		7.30AM							
	NORTH VALLEJO WHF.	0.0		9.45AM	11.20AM	1.45PM	4.05PM	5.45PM	7.55PM	9.40PM

NAVY YARD FERRY

STATIONS	TO 123	TO 81 and 42	Tie up	TO Navy Yard Special	TO 43	TO 64 and 131	TO 162
	Daily	Daily	Daily	SATURDAY ONLY	Daily	Daily	Daily
VALLEJO JCT.	7.10AM	8.45AM		12.40PM	4.35PM	5.45PM	
SOUTH VALLEJO		8.30 8.20	10.55AM	12.25		5.29	6.30PM
MARE ISLAND	6.45AM			12.15PM	4.10PM	5.15PM	6.15PM
NORTH VALLEJO WHF.		8.05AM	9.55AM				

Eastward. FROM SAN FRANCISCO. TOWARD SAN FRANCISCO. Westward.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	FIRST CLASS		Distance from San Francisco		Time Table No. 1 August 18, 1918	Distance from Santa Rosa	FIRST CLASS		FOURTH CLASS
	294 Santa Rosa Freight Leave Daily EX. SUNDAY	70 Santa Rosa Passenger Leave Daily	68 Santa Rosa Passenger Leave Daily			STATIONS		67 Santa Rosa Passenger Arrive Daily	69 Santa Rosa Passenger Arrive Daily	295 Santa Rosa Freight Arrive Daily EX. SUNDAY
		3.40PM	7.40AM	0.0	DN	**SAN FRANCISCO**	74.0	10.10AM	5.50PM	
Yard WYO P	8.10AM	5.45PM	9.41AM	37.3	DR	**NAPA JUNCTION** Napa Valley Ry. Crossing 1.8	36.7	s 7.58AM	s 3.55PM	2.00PM
				39.1		SQUAB 1.6	34.9			
		f	f	40.7		BRAZOS 1.5	33.3	f	f	
	8.25	s 5.57	s 9.53	42.2	Automatic Block. R	**BUCHLI** 2.2	31.8	s 7.46	s 3.46	1.30
		f 6.02	f 9.58	44.4		MERAZO 1.3	29.6	f 7.42	f 3.42	
	8.35	f 6.05	f 10.01	45.7	R	**RAMAL** 0.7	28.3	f 7.40	f 3.39	1.20
				46.4		DONOVAN 0.9	27.6			
				47.3		TULE VISTA 0.2	26.7			
		f	f	47.5		WECHICKA 1.7	26.5	f	f	
19 Interchange	8.45	f 6.14	f 10.10	49.2	D	N. W. Pac. Ry. Crossing SCHELLVILLE 3.1	24.8	f 7.32	f 3.31	1.10
		f	f	52.3		SNYDER 1.4	21.7	f	f	
20 W	9.00	s 6.25	s 10.21	53.7	D	EL VERANO 0.7	20.3	s 7.23	s 3.22	12.55
		f	f	54.4		BOYES SPRINGS 1.0	19.6	f	f	
		f	f	55.4		AGUA CALIENTE 0.9	18.6	f	f	
		f	f	56.3		SOBRE VISTA 0.5	17.7	f	f	
11	9.10	f 6.35	f 10.31	56.8		N. W. Pac. Ry. Crossing YULUPA 0.7	17.2	f 7.13	f 3.09	12.45
2		s 6.38	s 10.34	57.5		ELDRIDGE 1.5	16.5	s 7.10	s 3.05	
	9.20	s 6.42	s 10.38	59.0		GLEN ELLEN 0.6	15.0	s 7.07	s 3.02	12.35
		f	f	59.6		WARFIELD 1.4	14.4	f	f	
2	9.30	f 6.47	f 10.43	61.0		BELTANE 0.7	13.0	f 7.01	f 2.56	12.25
		f	f	61.7		FELICE 0.9	12.3	f	f	
		f	f	62.6		WILDWOOD 0.8	11.4	f	f	
21	9.55	s 6.53	s 10.49	63.4	D	KENWOOD 1.4	10.6	s 6.55	s 2.50	12.05PM
		f	f	64.8		LAWNDALE 0.7	9.2	f	f	
2		f	f	65.5		LOS GUILICOS 1.3	8.5	f	f	
20	10.05	f 7.02	f 10.56	66.8		ANNADEL 1.6	7.2	f 6.45	f 2.40	11.52AM
		f	f	68.4		OLESON 0.9	5.6	f	f	
15	10.15	f	f	69.3		MELITTA 1.9	4.7	f	f	11.42
12 Spur		f	f	71.2		BAKU 2.8	2.8	f	f	
22 WTY Interchange	10.30AM	s 7.15PM	s 11.10AM	74.0	DR	**SANTA ROSA**	0.0	6.30AM	2.25PM	11.27AM
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily			36.7		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	(2.20)	(1.30)	(1.29)			Time over District		(1.28)	(1.30)	(2.33)
	15.72	24.46	24.75			Average speed per hour		25.02	24.46	14.39

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

ADDITIONAL STOPS ON SIGNAL—Nos. 67, 68, 69 and 70, Hillview (one mile east of Kenwood).

Eastward. FROM SAN FRANCISCO. TOWARD SAN FRANCISCO. Westward.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		FIRST CLASS		Distance from San Francisco via Vallejo	Time Table No. 1 August 18, 1918	Distance from Suisun	SECOND CLASS		THIRD CLASS	
	296	264	170	168				167	169	261	293
	Santa Rosa Freight	Calistoga Freight	Suisun Passenger	Solano Local				Vallejo Passenger	Solano Local	Calistoga Freight	Santa Rosa Freight
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY
					0.0	DN **SAN FRANCISCO**	50.1				
Yard 40 WYO	2.20PM	4.25PM	**4.05PM**	**8.12AM**	37.3	DR **NAPA JUNCTION** 3.7	13.2	s **9.35AM**	s **5.35PM**	4.10AM	**7.50AM**
60 W	2.35	4.45	f 4.12	f 8.19	41.0	CRESTON 3.8	9.5	f 9.25	f 5.25	3.55	7.30
27	2.45	**5.17**	s 4.22	s 8.29	44.8	D CORDELIA 1.4	5.7	s 9.17	s **5.17**	3.45	7.15
33	2.50	5.25	f	f	46.2	THOMASSON 1.7	4.3	f	f	3.40	7.10
11				f	47.9	SUBEET 2.6	2.6	f			
Yard WFYO	3.00PM	5.35PM	s 4.35PM	s 8.42AM	50.5	DNR **SUISUN-FAIRFIELD**	0.0	9.05AM	5.05PM	3.30AM	7.00AM
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily		(13.2)		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
	(0.40)	(1.10)	(0.30)	(0.30)		Time over District		(0.30)	(0.30)	(0.40)	(0.50)
	19.80	11.31	26.42	26.42		Average speed per hour		26.42	26.42	19.80	15.80

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

FROM SAN FRANCISCO
Eastward

TOWARD SAN FRANCISCO
Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS	Distance from San Francisco	Time Table 1 August 18, 1918	Distance from Union	SECOND CLASS
	160				157
	Buchli Freight				Buchli Freight
	Leave Daily EX. SUNDAY		STATIONS		Arrive Daily EX. SUNDAY
			DN **SAN FRANCISCO**		
	2.08PM	42.2	R **BUCHLI** 1.6	8.6	s **2.05PM**
	f	43.8	CARNEROS 1.6	7.0	f
18	s 2.18	45.4	STANLEY 3.4	5.4	s 2.00
24 W	s 2.33	48.8	WEST NAPA 2.0	2.0	s 1.45
6	s 2.45PM	50.8	Napa Valley Ry. Crossing R **UNION**	0.0	1.35PM
	Arrive Daily EX. SUNDAY		(8.6)		Leave Daily EX. SUNDAY
	(0.37)		Time over District		(0.30)
	13.90		Average speed per hour		17.20

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Cross-over switch at west end of Union siding must be lined up for Union Branch and siding kept clear between these switches.

FROM SAN FRANCISCO
Eastward

TOWARD SAN FRANCISCO
Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS	Distance from San Francisco	Time Table No. 1 August 18, 1918	Distance from Wingo	SECOND CLASS
	404				403
	Wingo Passenger				Wingo Passenger
	Leave MONDAY ONLY		STATIONS		Arrive MONDAY ONLY
		0.0	DN **SAN FRANCISCO**		
	8.48AM	45.7	R **RAMAL** 2.0	2.0	s 9.00AM
(Siding on N.W.P.Ry.)	s **8.53AM**	47.7	R **WINGO**	0.0	**8.55AM**
	Arrive MONDAY ONLY		(2.0)		Leave MONDAY ONLY
	(0.5)		Time over District		(0.5)
	24.00		Average speed per hour		24.00

MAIN TRACK BETWEEN WINGO AND RAMAL USED FOR STORAGE TRACK. All trains using this track must proceed under control expecting to find track blocked with cars.

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Trains using siding of N. W. P. Railway at Wingo must observe Rule 99, and be governed by current Time Table N. W. P. Railway.

FIRST CLASS

SECOND CLASS

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	104 Rumsey Mixed	Distance from San Francisco		Time Table No. 1 August 18, 1918	Distance from Rumsey	105 Rumsey Mixed
	Leave Daily			STATIONS		Arrive Daily
	6.20AM	0.0	DN	**SAN FRANCISCO**	110.5	7.50PM
WFY 101	9.25AM	59.4	DR	**ELMIRA**	51.1	s 4.10PM
				4.3		
13	s 9.35	63.7	Auto. Block D	VACAVILLE	46.8	s 4.00
				1.9		
	f	65.6		VIOLET	44.9	f
				2.9		
24	f	68.5		HARTLEY	42.0	f
				1.8		
	f	70.3		ALLENDALE	40.2	f
				3.7		
20	f 9.55	74.0		WOLFSKILL	36.5	f 3.25
				2.0		
WT 23	s 10.05	76.0	DR	WINTERS	34.5	s 3.20
				4.3		
16	f	80.3		NORTON	30.2	f
				3.3		
18	f	83.6		CITRONA	26.9	f
				3.2		
20	s 10.30	86.8		MADISON	23.7	s 2.45
				3.1		
W 41	s 10.40	89.9	D	ESPARTO	20.6	s 2.25
				2.0		
20	s 10.55	91.9		CAPAY	18.6	s 2.05
				4.7		
20	f 11.10	96.6		CADANASSA	13.9	f 1.50
				2.3		
	s	98.9		ECKHARD	11.6	s
				1.8		
20	s 11.25	100.7		TANCRED	9.8	s 1.30
				2.6		
20	f	103.3		BERWICK	7.2	f
				1.0		
3	f	104.3		AMARANTH	6.2	f
				1.3		
21	s 11.55AM	105.6	D	GUINDA	4.9	s 1.10
				0.6		
5	f	106.2		SAUTERNE	4.3	f
				1.7		
20	f	107.9		CASHMERE	2.6	f
				2.6		
WT 19	s 12.25PM	110.5	R	**RUMSEY**	0.0	12.50PM
	Arrive Daily			(51.1)		Leave Daily
	(3.00)			Time over District		(3.20)
	17.03			Average speed per hour		15.33

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

SPECIAL INSTRUCTIONS ☛ "SAFETY FIRST"

1. EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD AND FOURTH CLASS TRAINS WITHOUT AN ORDER TO DO SO.

2.

STANDARD CLOCKS.

Oakland Pier.
West Oakland
San Jose.
Sacramento.
Roseville
South Vallejo.
Tracy.
Napa.
Port Costa
Suisun-Fairfield.
Elmira

3.

WATCH INSPECTORS.

A. F. Edwards	Oakland.
H. Bullard	West Oakland and Suisun-Fairfield
A. A. Handle	Berkeley.
A. O. Gott	Alameda.
O. A. Poulsen	Richmond.
R. Kocher & Son	San Jose.
Z. L. Von Dack & Son	Tracy.
H. T. Harger Co	Sacramento.
H. T. Harger Co	Roseville.
Badgeley & Sons	Livermore.
H. L. Amstutz & Son	Napa.
John Hood	Santa Rosa.
C. E. Wyatt	Winters.
F. J. Stumm	Benicia.
G. E. Bangle	Vallejo.

4.

BULLETIN BOARDS.

Oakland Pier.
West Oakland.
Port Costa.
South Vallejo.
Napa.
Elmira.
Sacramento.
Tracy.
Roseville.
Suisun-Fairfield.
San Jose.
Livermore.

5.

CLEARANCES.

All trains must obtain Clearance (Form 2643) before leaving Niles, Newark, and before leaving Napa Junction when an operator is on duty, and Port Costa except eastward trains via Benicia. Eastward trains via Benicia must obtain Clearance at Benicia.

On DOUBLE TRACK trains may run extra without running orders, but must obtain Clearance (Form 2643) before leaving Oakland Pier, West Oakland, Sacramento, westward extras at Port Costa and eastward extras at Benicia.

Engineman will accept check of train register (Form 2529) from Conductor at Oakland Pier or West Oakland.

Enginemen will Register and compare time with standard clock before leaving Roundhouse at West Oakland.

Extras originating on double track at Suisun-Fairfield and Davis must obtain clearance (Form 2643), also at Elmira when an operator is on duty.

Rule 83 (A) will not apply at initial stations which are not telegraph stations, nor at telegraph stations when an operator is not on duty.

6.

TRAIN REGISTER EXCEPTIONS.

Dispatchers must not authorize green signals to be taken down by any westward train at Elmhurst or at any intermediate point between Elmhurst and the terminal of the schedule. If signals are to be displayed at Elmhurst by an eastward train, following inferior trains must be notified.

Westward trains will register by ticket at Elmhurst.

Eastward trains will register by ticket and need not check the register at Elmhurst against any schedule that has been fulfilled as shown on the registers at Oakland Pier and West Oakland.

At Redwood City Western Division crews on westward trains will register arrival on Western Division register, departing on Coast Division Register. Eastward trains arrival on Coast Division register, departing on Western Division register.

Davis, Martinez and Livermore are register stations only for trains that originate or terminate at those points.

Avon and Radum are register stations only for those trains that run to and from points on the Avon-Radum line and for trains that originate or terminate at Avon.

Trains will register at Ramal on Monday only.

At registering stations on single track or at the end of double track when passing from single to double track where trains are permitted to register by ticket as per Rule 83-B, conductors and telegraphers or telephone operators must comply with Rule 96, the same as at non-registering stations.

7.

TRAIN AND AIR INSPECTION.

Westward trains must make the running air brake test one (1) mile east of Benicia, also after leaving Oakland 16th Street Station for Oakland Pier.

Air brakes on all trains and communicating signal on passenger trains must be tested from the rear end of train at Niles, Cordelia and Napa Junction before ascending grade, and at the summit of Altamont and Creston as per Rule 16 and 17. Passenger trains that do not stop will make the running test as per Rule 16.

Crews of all trains must, whenever the Brake Pipe has been broken from any cause, assure themselves that the air brakes are working through the entire train before starting by making the tests provided in Rule 17. In passenger service brake valve must remain on lap until notified to release brakes as per Rule 16 (e).

After a continuous run of 30 miles, freight trains must stop to inspect train, as per Rule 820.

Except on grades engines on freight trains of over 20 cars must be cut off at water stops.

Additional Communicating Signals:

(j) oooooo When running increase train heat.
(k) ———— When running look back for hand signals.

8. USE OF 19 FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits between Oakland Pier and Sacramento, Oakland Pier and Tracy via Altamont, Niles and San Jose, Port Costa and Tracy, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)

(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)

(3) When issuing an order Form "G," Example 3.

(4) When giving any train right over all trains.

(5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and superintendent's initials, writing same before delivery in blank space following "Signal is out for." Operator will retain carbon copy of clearance. This paragraph includes territory outside of automatic block signal limits.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

9.

AUTOMATIC SIGNALS.

Within Automatic Block System limits, last portion of Rule 86 and D-86 will not apply.

Referring to Rule 504, on SINGLE TRACK, trains must wait five minutes before following flagman, except between Buchli and Ramal, where trains must wait ten minutes.

On DOUBLE TRACK trains must come to a stop, and may then proceed under control, not exceeding six miles per hour, to next signal, flagman being invariably sent ahead in stormy or foggy weather.

A train must be preceded by a flagman over a draw bridge when stopped by a block signal which governs movement over it.

No automatic signals governing movements on westward track No. 1 between San Pablo and Shellmound tower and on eastward track No. 4 between Shellmound tower and Richmond.

On DOUBLE TRACK when using cross-overs, trainmen must comply with Rule 99, on both tracks, and after switches are thrown wait five (5) minutes before moving through cross-over, unless automatic block signal in each direction can be seen to be in stop position, not less than one-half mile distant.

Within limits of established yards it will not be necessary to wait five (5) minutes before moving through cross-over.

OVERLAPS.

10. Westward trains—Avon and 2000 feet east of Ramal.

11. Eastward trains—Martinez, Bay Point and Dumbarton.

12. Overlap posts are painted white at the top and black at the base, and stand about six feet high.

13. Trains holding main track against opposing trains at overlap stations must not pass overlap post, and switch must not be opened for opposing train unless such train has passed the signal at opposite end of block.

Before entering automatic block signal limits at Buchli, trains via Buchli-Union line must set junction switch for that line. If no obstruction in the block, signal will indicate "proceed."

Before entering automatic block signal limits at Ramal, trains from the Wingo line must set junction switch for that line. If no obstruction in the block, signal will indicate "proceed."

14.

SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2	40	1.30	50	1.12

15.

MAXIMUM SPEEDS FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-84 15-25/28 110	3000 to 3009	77	48375 lbs.
A-79 15-25/28 102	3016 to 3024	67	46445 "
A-81 20-28 105	3025 to 3071	77	46380 "
T-69 21-28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 "
T-69 15½-26/28 142	2291, 2294, 2297	62	41526 "
T-63 18/30 78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 "
M-63 21/28 155	1720, 1721, 1724, 1770, 1771, 1773, to 1777, 1779	58	45190 "
M-63 21/28 144	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790 to 1792, 1794 to 1797, 1799	53	42860 "
M-63 15/26-28 144	1730, 1733, 1786, 1793, 1798, 1802	56	42000 "
E-69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 "
E-73 18/24 63	1430 and 1432	61	27570 "
C-57 22/30 180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 "

The above table is for the information of enginemen and must not be construed to in any way authorize exceeding speed restrictions in following table on page 24:

SPECIAL INSTRUCTIONS—Continued.

16.

SPEED RESTRICTIONS.

THE MAXIMUM SPEED OF ANY TRAIN AT ANY POINT MUST NOT EXCEED FIFTY (50) MILES PER HOUR.

Trains will not exceed the speed in miles per hour shown below:

BETWEEN	Passenger	Freight	Running Backward
Through interlocking limits, under control	....	....	....
Through Cross-overs and turnouts	10	10	10
Oakland Pier and Krieger, except;	50	35	25
Oakland, within city limits	22	22	20
Berkeley, University Ave	10	10	10
Krieger and Port Costa	40	25	20
Benicia and Arsenal	45	25	20
Arsenal and Sacramento, except;	50	35	25
Cygnus drawbridge	15	15	10
Suisun-Fairfield and Davis Yards	30	20	10
Washington, within city limits	8	8	8
Sacramento drawbridge	6	6	6
Sacramento, within city limits	15	15	10
Port Costa and Martinez	45	25	20
Martinez, within city limits	20	20	20
Martinez and Tracy, except;	50	35	25
Avon drawbridge	15	15	10
Pittsburg, within city limits	25	25	20
Oakland Pier and Niles, except;	50	35	25
Oakland, within city limits	22	22	20
Oakland, 23d Avenue	8	8	8
Niles and Sunol, except;	40	25	20
Between curve warning signs at, Mayborg curve, M.P. 33; Fusiers' curve, Mile Post 34	30	25	15
Sunol and Mile Post 52, except;	50	30	25
Between city limit signs, Pleasanton and Livermore	10	10	10
Mile Post 52 and Midway, except;	40	25	20
Grecian Bend curve, ¼ mile east of Mile Post 52	30	25	15
Midway and Tracy	50	35	25
Elmhurst and College Park, except;	50	35	25
Newark Yard	10	10	10
Alviso, within city limits	15	15	15
Warm Springs and Coyote drawbridges	15	15	10
Niles and Redwood City, except;	50	35	25
Ravenswood Spur	6	6	6
Dumbarton and Newark Slough drawbridges	15	15	10
Niles and San Jose	50	35	25
San Jose Yard	12	12	12
Avon and San Ramon	30	18	15
San Ramon and Radum	40	25	20
Elmira and Rumsey, except;	40	25	20
Capay, within city limits	10	10	10
Buchli and Union	40	25	20
South Vallejo and Napa Jct	50	30	20
Napa Junction and Napa	40	25	20
Napa, within city limits	8	8	8
Napa and Calistoga, except;	40	25	20
St. Helena, within city limits	12	12	12
Napa Junction and Santa Rosa, except;	40	25	20
Santa Rosa city limits	5	5	5
Eldridge and Warfield 10° curves	25	15	15
Annadel and Santa Rosa 10° curves	25	15	15
Napa River drawbridge	15	15	10
Ramal and Wingo, except;	40	25	20
Steamboat Slough drawbridge	15	15	10
Napa Junction and Cordelia	40	25	20
Cordelia and Suisun-Fairfield	50	25	20
No. 9 passing Richmond	12	....	....
Gasoline motor and electric cars	30	....	20
When shoving or backing passenger equipment	15	....	15

(Except as above.)	Light Engines	
	Running Forward	Running Backward
Pacific Type	40	20
Mikado	40	20
Eight Wheelers	45	25
Ten Wheelers	45	25
Mogul	30	25
Atlantic Type	40	25
Consolidation	25	20
Yard Engines	15	15

17.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE.

Mile Post	EAST OF	DESCRIPTION
		OAKLAND PIER—TRACY VIA PORT COSTA.
	Oakland Pier	Long Wharf, depressed tracks—side.
	Oakland Pier	Freight Slip—side.
5.5	Oakland, 16th St.	Structures of Pacific Coast Canning Co.—side.
6.6	Emeryville	Structures on track No. 6 between signal bridges 204 and 205—side.
6.6	Emeryville	Structures on Judson siding—side.
6.6	Emeryville	Umbrella Sheds—side.
6.6	Emeryville	Machine shops Judson Iron Works—overhead and side.
7.0	Shell Mound	Water tank on spur—overhead and side.
7.5	Stock Yards	Corral platform—side.
7.5	Stock Yards	Fertilizer spur—side.
13.1	Stege	Hotel back of station building—side.
13.1	Stege	Buildings end of track No. 2—side.
14.5	Richmond	A. T. & S. F. Crossing—overhead and side.
14.5	Richmond	Stone spur Bunkers—overhead and side.
15.0	Richmond Transfer	Warehouse—Western Pipe & Steel Co.—overhead—side.
16.5	San Pablo	A. T. & S. F. Crossing—overhead and side.
19.3	Giant	Wagon bridge—overhead and side.
26.5	Oleum	Tramway—overhead.
26.5	Oleum	Loading racks, Union Oil Co.—side.
26.7	Oleum	Tunnel No. 1—overhead and side.
27.7	Tormey	Tunnel No. 2—overhead and side.
29.0	Crockett	Sugar Co. warehouse.
29.0	Crockett	Cal.-Haw. S. R. Co.—overhead.
30.1	Eckley	Platforms of brick company—side.
30.5	Port Costa	Buildings; Bankers, California and Grangers Warehouse —side.
31.1	Port Costa	Wagon Bridge—overhead.
31.8	Nevada Dock	Platforms of brick company—side.
31.8	Nevada Dock	Long and short cable, empty and house track No. 1—side.
34.7	Martinez	Warehouse, Anderson Co.—overhead and side, cars to be left outside.
34.7	Martinez	Martinez Canning Co. spur—overhead.
36.8	Peyton	Loading rack track, G. C. Co.—side.
43.2	Nichols	Wagon Bridge—overhead.
43.2	Nichols	A. T. & S. F. Ry. crossing—overhead and side.
43.2	Nichols	General Chemical Co., ore house on spur—side.
		PORT COSTA—SACRAMENTO.
31.2	Port Costa	Wagon Bridge—overhead.
	Stmr. Contra Costa	Overhead and side.
	Stmr. Solano	Overhead and side.
32.4	Benicia	Apron sheds and tracks—side.
32.4	Benicia	Carquinez Packing Co., buildings—side.
48.9	Suisun-Fairfield	Pacific Fruit Product Co., Spur—side.
		OAKLAND PIER—TRACY VIA NILES.
4.9	West Oakland	Buildings and platforms at Creosote Works—overhead and side.
4.9	West Oakland	Freight platforms and tracks, Kirkham St. freight yards—side.
4.9	West Oakland	Water tank on Wye—overhead and side.
7.0	Oakland, 1st St.	Warehouse track, Howard Co.—side.
7.2	Oakland, 1st St.	Buildings Sunset Lumber Co.—overhead and side.
9.0	23rd Avenue	Pacific Wire and Steel Co. spur—side.
9.0	23rd Avenue	California Cotton Mills—overhead and side.
9.0	23rd Avenue	California Pottery Co., spur and buildings—side.
10.5	Fruitvale	Steel bridge over estuary—overhead and side.
20.1	Hayward	Hunt Bros.—Canneries—side.
29.2	Niles	New Bunkers, Calif. Bldg. Mat'l Co.—overhead and side.
29.2	Niles	New Bunkers of Niles Sand and Gravel Co.
42.4	Remillard	Platform and Shed—Remillard Brick Co.—side.
46.9	Livermore	Livermore Brick Co., shed and loading platform over high line track—overhead and side.
46.9	Livermore	Water tank spouts—sides.
		ELMHURST—COLLEGE PARK.
41.7	Agnew	Track leading into distillery—side.
		AVON—RADUM.
44.6	Nacio	Bridge—overhead and side.
45.8	Las Juntas	Trolley wire—Interchange Track—overhead.
47.5	Oxley	Bridge—overhead and side.
49.2	Walnut Creek	Bridge—overhead and side.
57.0	Osage	Bridge—overhead and side.
66.4	Asco	Beet loading chute—sides.
		SUISUN-FAIRFIELD AND SOUTH VALLEJO—SANTA ROSA.
37.3	Napa Jct.	Sheds over platforms on the two northerly spurs of Portland Cement Co.—overhead and side.
		ELMIRA—RUMSEY.
76.	Winters	Fruit shed—overhead and side.

All employes are warned that it is dangerous to ride on top or sides of cars at above mentioned points.

Employes must guard against coming in contact with overhead wires or their connections.

Steam shovels must not be transported over the road unless the "A" frames are lowered.

18.

JUNCTION SWITCHES.

The east end of double track at Elmhurst is the east switch of cross-over west of junction switch for Elmhurst-College Park Line. The normal position of double track junction switch is for the eastward track. Switchtender is on duty from 6 A.M. to 7 P.M. The west cross-over in westward track leading from junction switch will be set for westward trains.

JUNCTION SWITCHES—Continued.

The normal position of Wye switch on Dumbarton and Centerville Line at Newark is for Dumbarton and Centerville Line.

Normal position of the junction switch for the Elmira-Rumsey Line on siding at Elmira is for that line.

Normal position of junction switches at Napa Junction is for the Calistoga Line.

Normal position of junction switches at Buchli and Ramal is for Santa Rosa Line.

Normal position of junction switch at Wingo is for N. W. P. R. R. Enginemen on Southern Pacific trains approaching junction at Wingo will give two long and three short sounds of the whistle as call to switchtender to set switch for Southern Pacific line. Switchtender on duty during the day time.

19.

COMPANY SURGEONS—WESTERN DIVISION.

NAME	TITLE	LOCATION	DISTRICT
Dr. F K. Ainsworth	Chief Surg. and Mgr.	San Francisco	Pacific System.
Dr. W. B. Coffey	Division Surgeon	San Francisco	San Francisco.
Dr. J. H. O'Connor	District Surgeon	San Francisco	San Francisco.
Dr. S. J. Gardner	District Surgeon	San Francisco	San Francisco.
Dr. G. R. Carson	District Surgeon	San Francisco	San Francisco.
Dr. C. A. Walker	District Surgeon	San Francisco	San Francisco.
Dr. G. H. Willcutt	Oculist and Aurist	San Francisco	San Francisco.
Dr. W. F. Blake	Oculist	San Francisco	San Francisco.
Dr. Redmond Payne	Oculist and Aurist	San Francisco	San Francisco.
Dr. O. D. Hamlin	Division Surgeon	Oakland	Oakland, San Leandro, Berkeley.
Dr. Chas. K. Small	District Surgeon	Oakland	Oakland, San Leandro, Berkeley.
Dr. J. I. Vickerson	District Surgeon	West Oakland	Oakland, San Leandro, Berkeley.
Dr. E. F. Card	Oculist and Aurist	Oakland	Oakland, San Leandro, Berkeley.
Dr. C. H. Wilder	District Surgeon	East Oakland	Oakland, San Leandro, Berkeley
Dr. E. A. DePuy	District Surgeon	Fruitvale	Oakland, San Leandro, Berkeley.
Dr. E. M. Keys	District Surgeon	Alameda	Alameda Mole, Newark.
Dr. M. W. Brown	Assistant Surgeon	Alameda	Alameda Mole, Newark.
Dr. C. W. Page	District Surgeon	Berkeley	Berkeley, Stege.
Dr. F. W. Simpson	Assistant Surgeon	Berkeley	Berkeley, Stege.
Dr. C. H. Miller	District Surgeon	San Leandro	
Dr. F. W. Browning	Emergency Surgeon.	Hayward	
Dr. Chas. L. McKown	District Surgeon	Niles	San Leandro, Milpitas, Sunol.
Dr. H. F. Trroutman	District Surgeon	Pleasanton	Sunol, Remillard.
Dr. W. S. Taylor	District Surgeon	Livermore	Remillard, Midway.
Dr. C. A. Lutz	Emergency Surgeon.	Irvington	
Dr. R. J. Smith	Emergency Surgeon.	Milpitas	
Dr. J. I. Beattie	District Surgeon	Santa Clara	Newark, San Jose.
Dr. D. A. Beattie	District Surgeon	San Jose	Milpitas, Santa Clara, San Jose.
Dr. E. F. Holbrook	District Surgeon	San Jose	Milpitas, Santa Clara, San Jose.
Dr. H. W. Emerson	District Surgeon	Centerville	
Dr. E. A. Ormsby	Emergency Surgeon.	Newark	
Dr. W. Lucas	District Surgeon	Richmond	Stege, San Pablo.
Dr. G. M. O'Malley	Emergency Surgeon.	Crockett	
Dr. P. B. Fry	District Surgeon	Port Costa	San Pablo, Benicia, Vallejo, Martines.
Dr. Edwin Merrithew	District Surgeon	Martinez	Port Costa, Pittsburg.
Dr. W. S. George	District Surgeon	Antioch	Pittsburg, Antioch.
Dr. L. W. Moore	District Surgeon	Brentwood	Newlove, Herdlyn.
Dr. Allan R. Powers	District Surgeon	Tracy	Herdlyn, Midway, Tracy.
Dr. W. L. McFarland	District Surgeon	Benicia	Benicia, Goodyear.
Dr. S. J. Bransford	District Surgeon	Suisun	Goodyear, Napa Junction, Elmira.
Dr. H. E. Morrison	District Surgeon	Dixon	Elmira, Tremont.
Dr. W. E. Bates	District Surgeon	Davis	Tremont, Merritt, Webster.
Dr. G. A. White	Consulting Surgeon.	Sacramento	
Dr. A. M. Henderson	Division Surgeon	Sacramento	Webster, Sacramento, Florin.
Dr. G. L. Stevenson	District Surgeon	Sacramento	Webster, Sacramento, Florin.
Dr. W. E. Briggs	Oculist and Aurist	Sacramento	Webster, Sacramento, Florin.
Dr. M. P. Stansbery	District Surgeon	Vacaville	Elmira, Allendale.
Dr. R. E. Peck	District Surgeon	Winters	Allendale, Rumsey.
Dr. T. Craig	District Surgeon	Capay	
Dr. B. J. Klotz	District Surgeon	South Vallejo	Napa Junction, South Vallejo.
Dr. E. Z. Hennessey	District Surgeon	Napa	Rutherford, Napa Junction.
Dr. D. E. Osborne	Emergency Surgeon.	St. Helena	
Dr. W. L. Blodgett	District Surgeon	Calistoga	Calistoga, Rutherford.
Dr. L. H. Francis	Emergency Surgeon.	Glen Ellen	
Dr. A. M. Thomson	Emergency Surgeon.	Surgeon	Sonoma.
Dr. J. W. Jesse	District Surgeon	Santa Rosa	Santa Rosa, Napa Junction.
Dr. Geo. McKenzie	Emergency Surgeon.	Concord	
Dr. C. R. Leach	Emergency Surgeon.	Walnut Creek	
Dr. Edw. C. Love	Emergency Surgeon.	Danville	

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

LOCATION OF STRETCHERS.

WEST OAKLAND.
EAST OAKLAND.
FRUITVALE.
ALAMEDA.
BERKELEY.
RICHMOND.
NILES.
PLEASANTON.
LIVERMORE.
SANTA CLARA.
SAN JOSE
PORT COSTA.
MARTINEZ.
ANTIOCH.
CONCORD.
TRACY.
SANTA ROSA.
CALISTOGA.
NAPA.
SOUTH VALLEJO.
BENICIA.
SUISUN-FAIRFIELD.
VACAVILLE.
WINTERS.
DIXON.
DAVIS.

HOSPITALS.

GENERAL HOSPITAL	SAN FRANCISCO
SOUTHERN PACIFIC HOSPITAL	SACRAMENTO
S. P. EMERGENCY HOSPITAL	WEST OAKLAND

20.

MISCELLANEOUS.

Suburban Trains have preference over Main Line Trains at Oakland Pier and Fruitvale.

21.

YARDS.

Yards are established at the following stations:

West Oakland Napa Niles Port Costa Benicia
Suisun-Fairfield Davis South Vallejo Napa Jct. Newark

22. **Rules 93 and D-93** are revised as follows:

"Within yard limits the main track may be used, protecting against first-class trains.

23. **ALL TRAINS MUST APPROACH YARD LIMITS AND PASS THROUGH YARDS UNDER CONTROL."**

24. **ALL TRAINS ENTERING SIDINGS WILL DO SO UNDER CONTROL. RESPONSIBILITY FOR COLLISION IS PLACED WITH ENTERING TRAIN.**

25 Westward first-class trains via Santa Clara having passed beyond the easterly limits of San Jose interlocking plant, and eastward first-class trains standing at San Jose passenger station, need not protect. Trains must approach and move within these limits expecting to find track occupied by other trains. This does not affect observance of Coast Division Special Rule relative Signal 464.

26 First-class trains via Niles within the limits of San Jose interlocking plant or standing at San Jose passenger station need not protect. Trains must approach and move within these limits expecting to find track occupied by other trains.

27 Western Division trains holding orders to display signals to College Park will continue to do so on Coast Division, College Park to San Jose, and will display signals from San Jose when holding orders to display signals on Western Division from College Park.

28. **WEST OAKLAND YARD**—Extends from Oakland Pier, Long Wharf, to yard limit signs east of Elmhurst on Elmhurst-Tracy and Elmhurst-College Park Lines; Stonehurst; San Pablo, including Richmond Transfer and Richmond Belt Railway; also on Electric Lines from Alameda Pier to all points on lines in Alameda and Berkeley; 14th and Franklin Streets, Oakland, and to Trolley Pole No. 2799, east of Parker Avenue on Melrose extension of Seventh Street Line.

29 **First paragraph, Rule 92 will not apply at Oakland Pier.**

30 Trains may move between Oakland Pier and Elmhurst irrespective of time table superiority, except that freight trains must endeavor to avoid delaying passenger trains. Freight trains or Yard Engines must not leave West Oakland unless they have five minutes or more to clear a first class train moving in the same direction.

31 But one train should occupy Broadway Station or tracks between Washington and Franklin Streets at the same time. If necessary for two trains to occupy this territory, but one train at a time should be moving. Passenger trains must be given preference.

32 One-arm train order signal at Elmhurst governing eastward trains only.

33 When one torpedo is exploded train will come to a stop as per Rule 15. If no person is on hand to explain the placing of torpedo, train may proceed to the next station or block signal as hereinafter provided:

(a). If view is obscured by curves, fog or storm, flagman must be sent ahead and train may follow, under control, in the manner prescribed by Rule 504.

(b). If track is seen to be clear or within automatic block signal limits, if signal indicates "Proceed," train may proceed, but will run under control, not exceeding six miles per hour, for a distance of one-half mile, before resuming speed.

34 On double track lines, when a train finds a fusee burning red, train must be brought to a stop and may then proceed cautiously, not exceeding six miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear.

35 On lines of more than two main tracks when a train finds a fusee burning red on or near the track it occupies, train must be brought to a stop and may then proceed cautiously, not exceeding six miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear. When trains are running on adjacent tracks and a fusee is found between these two tracks, movement of trains on both such tracks to be restricted as above; a fusee between the rails of an adjoining track to be disregarded.

36 The time-table authority of schedule trains originating or ending at any intermediate station is hereby extended to include main track between switches of siding ten minutes before leaving and ten minutes after arriving time of such trains, but Rule 99 must be complied with.

38 Rules 14-k and D 14-k apply at interlocking towers.

39 Derail in westward main track just west of Benicia station building, normal position "open."

40 When a train or a portion of a train takes the siding it must not stop foul of the main track to allow the brakeman to get on after closing the switch but first pull into clear.

41 Movements through interlocking plants on a signal from the towerman must be preceded by a flagman.

42 Headlights on engines standing at the end of pier at Oakland Pier must be covered when steamers are landing.

43 Road engines when moving between roundhouse and train, at night or in foggy or stormy weather, must display a white and a red light on the rear of tank over center of track.

44 Trains and light engines must run through Sacramento yard under control, and must not pass the switchtender's cabin at Fourth and Sixth Streets and east end of Sacramento River bridge without receiving signal to proceed.

45 Between the hours of 9 P. M. and 6 A. M. engine bells must not be rung except in emergency while passing through or switching in city limits of Napa.

46 **It is unlawful to switch a car or engine on or across any public highway in the city of Napa unless a flagman is stationed at the crossing, and he must remain there until switching is completed.**

47 **Engines or trains using the wye at Napa Junction must approach it from the** Suisun-Fairfield Line and go around via the Calistoga Line.

48 On freight trains between Niles and Pleasanton, Altamont and Medal, Cordelia and Napa Junction, brakemen must ride on top of cars, head brakeman near engine, and rear brakeman near caboose.

49 The siding for eastward trains at Bay Point is the first track on Bay side of main track. For westward trains the first track on the station side of main track.

50 Spur track Mile Post 15, Elmhurst-College Park Line, can be used as far as road crossing west of beet loading racks and will hold 50 cars.

51 The short track opposite the passenger station building at Santa Clara is the siding.

52 The siding of the Dumbarton and Centerville Line at Newark is west of the Elmhurst-College Park Line.

53 The siding of the Elmhurst-College Park Line at Newark is located east of station.

54 At Newark, Santa Clara and College Park, trains on the Elmhurst-College Park Line when calling in flagman from the west, will give four long and one short sounds of the whistle; when calling in flagman from the east, will give six long sounds of the whistle.

55 At Napa Junction, trains on the Santa Rosa Line, when calling in flagman from the east, will give six long sounds of the whistle.

56 Trains on Track No. 1 between San Pablo and 16th Street Station, when calling in flagman from the east, will give six long sounds of the whistle.

57 Trains on Track No. 2, between 16th Street Station and Shellmound Tower, and on Track No. 4, between Shellmound Tower and Richmond, when calling in flagman from the west will give four long and one short sound of the whistle.

58 Trains using the working track between Port Costa and Vallejo Junction, when calling in flagman from the east will give six long sounds of the whistle.

59 The working track between Port Costa and Vallejo Junction may be used from 7 P. M. to 6 A. M. by westward freight trains not exceeding 15 miles per hour, displaying markers as per Rule D-19, same as though running against current of traffic.

60 When doubling, engine running for water, or for any other purpose, it becomes necessary to leave a portion of a train on the main track, a red flag by day and a red light by night must be placed on the head car of the standing cut of cars, and in addition two torpedoes placed not less than one-fourth mile in advance thereof. Enginemen must know the location of cars thus left standing, and must use extreme care in returning for rear portion of train.

61 Eastward passenger trains approaching Tracy via Niles will have right to the main track to the west switch of passenger siding, west switch being located 200 feet west of C Street crossing Tracy.

62 Eastward passenger trains approaching Tracy via Port Costa will have right to main track to signal No. 820 located just west of C Street crossing, Tracy.

63 **Trains loading on ferry steamers or unloading at Port Costa or Benicia will be governed by the following regulations:**

64

PASSENGER TRAINS.

Head brakeman must ride rear end of first cut onto steamer and set brakes.

Rear brakeman must ride head end of second cut onto steamer and set brakes.

Yardmen must ride head ends of third and fourth cuts, when there are any, and set brakes.

Deck hands must set brakes the same as when handling freight trains.

In unloading the same program will be followed as in handling freight trains.

While on the steamer trainmen must keep vestibule doors and traps open, opening same as soon as the train comes to a stop on the steamer. Passengers must be cautioned not to lean out of the windows or vestibule doors, as there is danger of being struck by iron rods or bars of boat, and must be kept off platform when backing coaches on steamer. Vestibule tail gates must be in proper position.

Locomotives standing at end of apron awaiting transfer on steamer must have headlights covered whenever reflection from same would be directly over apron into slip.

Road or Yard Engines, whether attached to cars or not, must have wheels blocked.

65

FREIGHT TRAINS.

Head brakeman must ride head end of first cut onto steamer, and set brakes, then return and ride head end of second and third cuts, and set brakes.

Rear brakeman must ride head end of last cut, then return and set all brakes on rear end of cuts.

Three deck hands will set brakes on all cuts in between the two brakemen.

On arrival at opposite landing head brakeman must release all brakes on first cut and ride it off the steamer.

Rear brakeman must release all brakes on second cut and ride it off the steamer.

Deck hands will release brakes on the two remaining cuts.

In foggy weather, or, when for any cause signals cannot clearly be seen, while two ferry steamers are in operation between Port Costa and Benicia, the steamers must not attempt to pass in crossing, but one steamer must be held in the slip until the opposite steamer arrives.

Under the above conditions, the starting of steamers will be arranged for by the steamer captains and yardmaster.

Trains to or from new slip at Port Costa will be handled through work track (No. 8), north side of station building, when conditions are such that they cannot be handled via main tracks. Eastward trains will approach crossover west of station building under control, prepared to take either route to slip, as directed by yardmen. Track No. 8 must be kept clear and properly lined up for such movement.

Passenger trains to and from ferry steamers will make station stops at Port Costa for exchange of passengers, baggage, mail and express.

66.

MAIN TRACKS.

Main tracks between Oakland Pier and Bay Street (West Oakland) numbering from the north, are designated as 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10, and used as follows:

No. 1—Westward Trains, via Oakland (Sixteenth Street).
2—Eastward Trains, via Oakland (Sixteenth Street).
3—Westward Electric Trains, via Oakland (Sixteenth Street).
4—Eastward Electric Trains, via Oakland (Sixteenth Street).
5—Westward Electric Trains, via Seventh Street.
6—Eastward Electric Trains, via Seventh Street.
7—Westward Trains, via Oakland (First Street).
8—Eastward Trains, via Oakland (First Street).
9—Westward running track from passenger yard (First Street).
10—Eastward running track to passenger yard (First Street).

Main tracks between Oakland 16th Street and Shellmound Tower, numbering from the Bay, are designated as 1, 2, 3, 4, 5, and 6, and used as follows:

No. 1—Westward Freight Trains.
2—Eastward Freight Trains.
3—Westward Passenger Trains.
4—Eastward Passenger Trains.
5—Westward Electric Trains.
6—Eastward Electric Trains.

Main tracks between Shellmound Tower and Richmond numbering from the Bay, are designated as 1, 2, 3, and 4, and used as follows:

Track No. 1 is the first track from the Bay, and extends from Oakland 16th Street to the east end of San Pablo yard and may be used by westward freight trains not exceeding 15 miles per hour.

Track No. 2 is the second track from the Bay, and extends from Shellmound Tower to Port Costa and will be used by westward trains.

Track No. 3 is the third track from the Bay, and extends from Shellmound Tower to Port Costa and will be used by eastward trains.

Track No. 4 is the fourth track from the Bay, and extends from Shellmound Tower to Richmond, and may be used by eastward freight trains not exceeding 20 miles per hour.

Trains using track No. 1 between San Pablo and Shellmound and track No. 4 between Shellmound and Richmond display markers as per Rule D-19 the same as though running against the current of traffic.

Tracks between East Oakland and Sather will be designated as 1, 2, 3, and 4 and used as follows:

No. 1—Westward Electric Trains.
2—Eastward Electric Trains.
3—Westward Steam Trains.
4—Eastward Steam Trains.

67.

INTERLOCKING SIGNALS.

Interlocking signals govern only through interlocking limits.

Signals on signal bridges are placed on post on top or suspended underneath signal bridges over track on which trains approach.

Movements governed by short-arm or dwarf signals must be made under control and position of switches observed, as such signals govern movements for various routes.

On double track within the limits of Oakland yard towermen may arrange to move trains from one tower to another against the current of traffic, after having an understanding by telephone with each other for EACH movement. Before moving trains against the current of traffic they must know that track to be used is clear of opposing engines and trains.

68.

OAKLAND PIER TOWER.

Westward trains to Oakland Pier on track No. 1 governed by home signal on signal bridge No. 102, the first signal bridge east of Long Wharf cross-over; three-arm post at Long Wharf cross-over; three-arm post about half way between Long Wharf cross-over and tower, and other dwarf signals.

Westward trains to Oakland Pier on track No. 7 governed by signals on signal bridge No. 105, the first signal bridge east of Long Wharf cross-over.

The suspended home signal on track No. 7 governs movement through cross-over switches and other signals on track No. 1 or 2 to tracks to north side of station.

Westward trains to Oakland Pier on track No. 9 governed by home signal on signal bridge No. 105.

Starting signal for eastward movements from any track in station governed by dwarf signal.

Eastward trains on track No. 2 to 16th Street governed by upper arm on three-arm post just west of Long Wharf cross over.

Other movements governed by short-arm or dwarf signals.

When siren whistle on Oakland Pier tower is sounded all engines and trains moving within district controlled by this tower must stop and await proper signal.

INTERLOCKING SIGNALS—Continued.

69. **SIXTEENTH STREET TOWER.—Near 16th Street Station, Oakland.**

Westward trains to 16th Street tower on track No. 3 to Oakland Pier governed by home signal on signal bridge No. 201, the first signal bridge east of 16th Street station and upper arm on three-arm post, 550 feet east of freight track crossing.

Westward trains to 16th Street tower on track No. 3 to West Oakland yard governed by suspended home signal on signal bridge No. 201, the first signal bridge east of 16th Street station, to track No. 1 and upper arm on two-arm post 550 feet east of crossing of passenger tracks Nos. 1 and 2, to Cedar Street (single track).

Westward trains to 16th Street tower on track No. 1, to West Oakland yard, governed by home signal on signal bridge No. 201, the first signal bridge east of 16th Street station, and upper arm on two-arm post 550 feet east of crossing of passenger tracks Nos. 1 and 2 to Cedar Street (single track).

Eastward trains to 16th Street tower from Oakland Pier on track No. 2 governed by home signal on signal bridge No. 200, 600 feet west of freight track crossing and home signal on post 1200 feet east of freight track crossing to track No. 4.

Eastward trains leaving 16th Street station on track No. 4 governed by upper arm on three-arm post near tower.

Eastward trains from West Oakland Yard through Cedar Street (single track) to 16th Street Tower to freight track No. 2 governed by home signal on signal bridge No. 200-A 600 feet west of crossing of passenger tracks Nos. 1 and 2.

The suspended home signal on signal bridge governs movement across passenger tracks Nos. 1 and 2 to track No. 1 or track leading to Pacific Coast Canning Co.

Other movements governed by short-arm or dwarf signals.

Yard engines must obtain permission from 16th Street tower before doing work on Cedar Street.

Whistle signal for continuous movement to West Oakland yard: ——— o.

70. **SHELLMOUND TOWER—Emeryville.**

Westward trains to Shellmound tower on track No. 2 governed by signals on signal bridge No. 206, the first signal bridge east of tower, home signal on post governs movement to track No. 3.

The suspended home signal on track No. 2 governs movement through cross-over switches to track No. 1 or 2, west of Shellmound tower.

Westward trains to Shellmound tower on track No. 1 governed by home signal on post on signal bridge No. 206, the first signal bridge east of tower, and upper arm on two-arm post near over-head wagon bridge west of tower.

When practicable all westward freight trains will use tracks No. 1 and 2 between Shellmound and 16th Street towers.

Whistle signal for westward trains approaching Shellmound tower on track No. 2, for West Oakland yard: ——— o.

Eastward trains to Shellmound tower on track No. 4 governed by signals on signal bridge No. 205, the first signal bridge west of tower; home signal on post governs movement to track No. 3, east of Shellmound tower.

The suspended home signal on track No. 4 governs movement through cross-over switches to track No. 4, east of Shellmound tower.

Eastward trains to Shellmound tower on track No. 2 governed by signals on signal bridge No. 205, the first signal bridge west of tower; home signal on post governs movement through cross-over switches to track No. 4, east of Shellmound tower.

The suspended home signal on track No. 2 governs movement through cross-over switches to track No. 3, east of Shellmound tower.

Other movements governed by short-arm or dwarf signals.

71. **WEST OAKLAND TOWER—First and Cedar Streets, West Oakland.**

Westward trains to West Oakland tower on First Street track governed by home signal on post on signal bridge No. 112, 500 feet east of Cedar Street crossing and home signal on post on signal bridge No. 111, 825 feet west of Cedar Street crossing to track No. 7.

Eastward trains to West Oakland tower on track No. 8 governed by signals on signal bridge No. 111, 825 feet west of Cedar Street crossing; home signal on post governs movement to First Street track.

The suspended home signal on track No. 8 governs movement through cross-over switches to passenger yard.

Westward trains to West Oakland tower on Cedar Street (single track) governed by two-arm post at Goss and Cedar Streets, 500 feet east of crossing of Seventh Street track; upper arm governs movement to freight yard, lower or short-arm governs movement to passenger yard.

Eastward trains to West Oakland tower from freight yard to Cedar Street (single track) governed by upper arm on two-arm post near junction of freight and passenger yard tracks.

Eastward trains to West Oakland tower from passenger yard to Cedar Street (single track) governed by upper arm on two-arm post near junction of freight and passenger yard tracks.

Westward trains to West Oakland tower on passenger yard lead governed by suspended home signal on signal bridge No. 112, 500 feet east of Cedar Street crossing and home signal on signal bridge No. 111, 825 feet west of Cedar Street crossing.

Westward trains to West Oakland tower on track No. 12 governed by two-arm post 500 feet east of Cedar Street crossing and home signal on signal bridge No. 111, 825 feet west of Cedar Street crossing.

Eastward trains to West Oakland tower on track No. 10 to passenger yard governed by upper arm on two-arm post near Roundhouse and two-arm post 500 feet west of Cedar Street crossing.

Lower arm on two-arm post near Roundhouse on track No. 10 governs movement to Roundhouse track.

Other movements governed by short-arm or dwarf signals.

Cedar Street single track is controlled by West Oakland and 16th Street towers Trains will use this track against opposing trains on receiving signal.

72. **MAGNOLIA STREET TOWER—Crossing of Western Pacific and First Street line. First and Chestnut Streets, Oakland.**

Westward trains to Magnolia Street tower on First Street track toward Oakland Pier governed by home signal on post 500 feet east of Western Pacific crossing.

Westward trains to Magnolia Street tower on First Street track to freight yard governed by short-arm signal on post 500 feet east of Western Pacific crossing and dwarf signal between westward and eastward tracks at cross-over switch.

Eastward trains to Magnolia Street tower on First Street track governed by home signal on post 1600 feet west of Western Pacific crossing and home signal on post 500 feet west of crossing.

Other movements governed by short arm or dwarf signals.

Trains must not exceed speed of 10 miles per hour through connection of Southern Pacific and Western Pacific Railway at Chestnut Street, Oakland.

73. **FIRST AND WEBSTER STREET TOWER—Crossing of First and Webster Street lines, First and Webster Streets, Oakland.**

Westward trains to First and Webster Street tower on First Street track governed by home signal on post on signal bridge No. 118, 1200 feet east of tower and home signal on post on signal bridge No. 117, 600 feet east of tower.

Eastward trains to First and Webster Street tower on eastward First Street track toward Fruitvale governed by home signal on post on signal bridge No. 115, 700 feet west of tower and upper arm on two-arm post on signal bridge No. 116, 400 feet west of tower—lower arm governs movement toward Alameda.

Other movements governed by short-arm or dwarf signals. Dwarf signal which governs movement from meat spur is located on left side of track.

74. **FRUITVALE TOWER—Fruitvale.**

Westward trains to Fruitvale tower on westward track governed by home signal on post on signal bridge No. 127, 1400 feet east of tower and home signal on post on signal bridge No. 126, 150 feet east of tower.

Eastward trains to Fruitvale tower on eastward track governed by home signal on post on signal bridge No. 123, 1200 feet west of tower and home signal on post on signal bridge No. 126, 150 feet east of tower.

Other movements governed by short-arm or dwarf signals.

75. **PORT COSTA TOWER—Junction of double track, east of Port Costa.**

Westward trains to Port Costa tower on single track to westward track governed by upper arm on two-arm post 50 feet east of double-track junction switch; lower or short arm governs movement against current of traffic on eastward track.

Eastward trains to Port Costa tower on eastward track governed by home signal on post 600 feet west of tower.

Other movements governed by dwarf signals.

76. **DAVIS TOWER—Davis.**

Westward trains to Davis tower on westward main track toward Benicia governed by home signal on post on signal bridge 1,700 feet east of tower and home signal on post 500 feet west of tower.

Westward trains to Davis tower on westward main track, then around the east leg of the wye toward Woodland, governed by suspended home signal on signal bridge 1,700 feet east of tower and dwarf signal 400 feet north of tower.

Westward trains to Davis tower on northern single main track toward Benicia governed by home signal on post on signal bridge 1,200 feet north of tower and dwarf signal 400 feet west of tower.

Westward trains to Davis tower on northern single main track, then around the east leg of the wye toward Sacramento, governed by suspended home signal on signal bridge 1,200 feet north of tower and dwarf signal 400 feet east of tower.

Eastward trains to Davis tower on eastward main track toward Sacramento governed by home signal on post 1,200 feet west of tower and home signal on post 700 feet east of tower.

Eastward trains to Davis tower on eastward main track toward Woodland governed by short arm home signal on post 1,200 feet west of tower and dwarf signal 400 feet north of tower.

Other movements governed by short arm, or dwarf signals.

Whistle signal for northern single track, or from northern single track to Sacramento. ————— o.

77. **MIKON TOWER—Crossing of Southern Pacific and Sacramento and Woodland Railway, east of Mikon.**

Westward trains to Mikon tower, on westward track, governed by home signal on post 500 feet east of crossing.

Eastward trains to Mikon tower, on eastward track governed by home signal on post 500 feet west of crossing.

Movement over crossing against the current of traffic governed by dwarf signal.

78. **RADUM TOWER—Junction of Niles-Tracy line and Radum-Avon line.**

Westward trains to Radum tower from Livermore to Pleasanton governed by upper arm on three-arm post at east junction switch and home signal on post 1700 feet west of east junction switch.

Eastward trains to Radum tower from Pleasanton to Livermore governed by upper arm on three-arm post at west junction switch and home signal on post 1700 feet east of west junction switch.

Trains from Livermore to the Radum-Avon Line governed by lower or short arm on three-arm post at east junction switch.

Trains from Pleasanton to the Radum-Avon Line governed by lower or short arm on three-arm post at west junction switch.

Trains from the Avon-Radum Line to Livermore or Pleasanton governed by one-arm post 1100 feet from junction switches.

Whistle signal for Radum-Avon Line: ——— o.

79. **NILES TOWER—Crossing of Western Pacific Ry. and San Jose Line, near Niles.**

Trains to Niles tower moving to San Jose Line governed by home signal on post 1000 feet west of Western Pacific crossing and upper arm on two-arm post near crossing; lower arm governs movement toward Dumbarton-Centerville Line.

Trains to Niles tower from San Jose Line to Niles governed by upper arm on two-arm post at wye switch; lower arm governs movement toward Dumbarton-Centerville Line.

Trains to Niles tower from Dumbarton-Centerville Line to Niles governed by upper arm on two-arm post at wye switch; lower arm governs movements to San Jose Line.

Whistle signals:
For San Jose, ——— o.
For Centerville ——— o ———
For Niles, o ——— o.

80. **SAN JOSE TOWER—Junction of San Jose-Niles Line and Coast Division, San Jose**

Trains to San Jose tower from San Jose-Niles Line governed by upper arm on two-arm post at Third Street and dwarf signal west of tower.

Westward trains to San Jose tower moving to San Jose-Niles Line governed by dwarf signals.

Whistle signals:
To San Jose freight yard: ——— o

81. **COLLEGE PARK TOWER—College Park.**

Westward trains to College Park tower on westward track to College Park-Elmhurst Line governed by middle arm on three-arm post about 700 feet east of tower.

Westward trains to College Park tower from West San Jose to College Park-Elmhurst Line governed by middle arm on three-arm post about 500 feet east of tower.

Eastward trains to College Park tower on College Park-Elmhurst Line to San Jose governed by upper arm on two-arm post on signal bridge 1200 feet west of tower and upper arm on two-arm stub bracket post about 250 feet east of tower.

Eastward trains to College Park tower on the College Park-Elmhurst Line to West San Jose governed by upper arm on two-arm post on signal bridge 1200 feet west of tower and lower arm on two-arm stub bracket post 250 feet east of tower.

Trains from San Jose freight yard governed by dwarf signal 250 feet east of tower.

Other movements governed by short arm or dwarf signals.

Whistle signals:
For San Jose: o ——— ———.
For West San Jose or the College Park-Elmhurst Line: o o ——— o o .
For San Jose freight yard: ——— o.
For Santa Clara drill track: ——— ——— o.

82. **ELMHURST.**

Eastward trains approaching Elmhurst to indicate route they desire to take will give whistle signals as follows:

One long and one short (—— o) to Elmhurst-College Park Line.
One long, one short, one long (—— o ——) Elmhurst-Tracy Line.

83. **SANTA FE JUNCTION:**

Switches at Santa Fe Junction will be handled by Switch Tender.

Westward Southern Pacific trains on track No. 1 and 2 must be governed by indication of signals on bracket post just East Santa Fe overhead crossing. Home signal on right hand post governs movement on track No. 1, home signal on left hand post governs movements on track No. 2.

Eastward Southern Pacific trains on track No. 3 must be governed by indication of upper home signal on stub bracket post to the right of track No. 4 about 600 feet West of cross-over switch.

Westward Santa Fe trains must be governed by indication of home signal on post about 300 feet East of Junction Switch.

Eastward Santa Fe trains must be governed by indication of lower home signal on stub bracket post to the right of track No. 4 about 600 feet west of cross-over switch.

Eastward Santa Fe trains approaching Santa Fe Junction will sound ————— o, whistle.

Trains must not exceed speed of 10 miles per hour when crossing over through cross-over switches at Santa Fe Junction.

84. **DRAWBRIDGES INTERLOCKED WITH SEMAPHORE SIGNALS:**

Sacramento River, Sacramento.
Cygnus, Cordelia Slough.
Avon, Pacheco Slough.
Dumbarton, San Francisco Bay.
Newark Slough, near Dumbarton.
Warm Springs Creek }
Coyote Creek } between Albrae and Alviso.
Napa River, at Brazos

85. **DRAWBRIDGES NOT INTERLOCKED:**

Napa River, 700 feet east of Napa Station, Calistoga Line.
Steamboat Slough, about 1000 feet west of Wingo Junction switch.

86. **RAILROAD CROSSINGS NOT INTERLOCKED:**

All trains must stop except at crossings protected by flagmen, give two short sounds of whistle and proceed if crossing is clear.
Vallejo and Northern Railway, at Suisun-Fairfield trains will approach crossing prepared to stop and be governed by signals from crossing flagman.
Napa Valley Railway, 1900 feet east of Napa Junction on Santa Rosa Line, stop.
Napa Valley Railway, 3600 feet east of Napa Junction on Calistoga Line, stop.
N. W. Pac. Railway, 2200 feet west of Schellville, stop.
N. W. Pac. Railway, 1000 feet west of Yulupa, stop.
Napa Valley Railway, 3200 feet west of Union, on Union Line, stop.
Napa Valley Railway, 600 feet west of Napa, on Calistoga Line, stop.
Oakland & Antioch Railway, 4000 feet east of Hookston on Avon-Radum Line, stop.
Western Pacific Railway, between Elmhurst and Stonehurst, stop.

RATINGS OF LOCOMOTIVES—WESTERN DIVISION.

In M's of 1,000 pounds back of Tender.

Revised October, 1917.

CLASSIFICATION	ENGINE NUMBERS	Boiler Pressure	SACRAMENTO AND BENICIA	OAKLAND AND SAN JOSE VIA NILES NILES TO REDWOOD	TRACY TO NILES	NILES TO TRACY	SUISUN-FAIRFIELD TO NAPA JCT.	NAPA JCT. TO SUISUN-FAIRFIELD NAPA JCT. TO CALISTOGA	NAPA JCT. TO SANTA ROSA CALISTOGA TO NAPA JCT.	OAKLAND AND TRACY VIA ANTIOCH AND #OAKLAND AND SANTA CLARA	
										THROUGH	LOCAL
E—63 17/24 52	1309	140	1730	1610	645	685	460	635	790	1950	2320
E—63 17/24 54	1306	140									
E—63 17/24 47	1323 and 1331 to 1353	140	1565	1470	580	620	415	585	720	1765	2105
E—63 17/24 57	1366	150	1880	1675	655	600	500	700	850	2160	2570
E—69 18/24 60	1413	150									
E—69 18/24 68	1402 to 1411	165	2160	1940	770	815	....	....	....	2460	2930
E—63 18/26 71	1468	150	2220	1980	780	860	620	830	1010	2545	3030
E—62 18/26 62	1473, 1479	160	2430	2160	870	950	690	920	1110	2780	3300
E—63 18/26 73	1474	160									
E—69 18/26 73	1459 to 1463	165	2285	2070	860	910	625	865	1045	2620	3190
E—69 18/26 74	1464, 1466, 1467, 1469	165									
E—62 18/26 65	1480	150									
E—73 20/24 89	1443	190	2900	2790	1115	1185	....	....	....	3230	3850
E—73 20/24 92	1445 to 1458	190									
M—63 20/28 126	1615 to 1719	190	3770	3415	1410	1490	1110	1510	1765	4310	5095
M—63 21/28 155	1720 to 1724, 1770 to 1779	200	4390	3930	1630	1725	1270	1730	2020	5020	5925
M—63 21/28 144	1725 to 1769, 1780 to 1803	195	4270	3820	1570	1660	1245	1700	1970	4890	5790
M—63 21/28 147	1819 to 1822	200	4390	3930	1630	1725	1270	1730	2020	5020	5925
T—57 18/24 73	2098	150	2285	2070	860	910	625	865	1045	2620	3190
T—57 18/24 80	2108	160	2440	2220	875	925	680	940	1120	2790	3370
T—57 18/24 81	2125 to 2126, 2130 to 2133	160									
T—57 18/24 86	2134 to 2153	160									
T—57 18/24 83	2155 to 2173	160									
T—57 18/24 87	2174	160									
T—57 18/24 88	2184 to 2186	160									
T—63 18/24 77	2026	160	2230	2085	830	885	605	840	1020	2555	2985
T—63 18/24 86	2127 and 2129	160									
T—63 21/28 144	2301 to 2310	200	4390	3930	1630	1725	1275	1735	....	5020	5925
T—69 19/24 101	2209	180	2570	2470	960	1020	....	....	....	2940	3410
T—69 20/26 113	2214 to 2220	180	3060	2720	1070	1135	....	....	....	3500	4170
T—63 19/24 105	2221 to 2234	160	2480	2210	880	935	....	....	....	2835	3375
T—63 20/26 112	2235 to 2273	180	3360	3075	1245	1320	1045	1305	1555	3840	4525
T—63 22/28 160	2311 to 2352	200	4795	4315	1745	1850	....	....	....	5490	6510
C—57 22/30 187	2513 to 2599, 2752 to 2830	200	5135	4675	1915	2025	1550	2095	....	5980	7090
C—57 22/30 184	2694 to 2751	200									
C—57 22/30 180	2624 to 2679	200									
C—57 22/30 179	2682 to 2693	200									
TW—56 20/30 120	2925	160	3415	3050	1240	1315	1005	1370	1560	3905	4630
TW—50 20/26 120	2944	170	3690	3300	1360	1440	1100	1490	1720	4220	5000
TW—50 20/26 118	2946 and 2952	170									
A—84 15/25/28 110	3000 to 3009	200	2850	2695	1040	1110	....	....	....	3275	3785
A—79 15/25/28 102	3016 to 3024	200	3015	2680	1035	1105	....	....	....	3465	4000
A—81 20/28 105	3025 to 3048, 3050 to 3071	200	3160	2800	1110	1180	....	....	....	3625	4200
A—81 20/28 105s	3049	200	3420	2950	1150	1220	....	....	....	3810	4540
T—69 21/28 149	2283 and 2300	200	4100	3660	1490	1575	....	....	....	4690	5570
Allowance for Empty and Underloaded Cars—Ms.....	Less than 40 Ms...		6	6	3	3	3	3	3	6	6
	40 to 50 Ms.......		3	3	0	0	0	0	0	3	3
	More than 50 Ms..		0	0	0	0	0	0	0	0	0

#Use through rating only Oakland and Santa Clara.

TONNAGE OF PASSENGER CARS.

	Wood Lbs.	Steel Lbs.	C.M.St. P. Cars	Steel Underframe Lbs.
Baggage	79,000	90,000	125,000	....
Baggage (Dynamo)	....	105,000	....	....
Baggage and Mail 60 ft	....	90,000	....	....
Baggage and Mail 69 ft	77,000	121,000	....	93,000
Baggage and Passenger	61,000	....	....	....
Buffet	....	130,000	....	122,000
Buffet (Dynamo)	....	146,000	....	....
Business	107,000	178,000	141,000	135,000
Chair	86,000	98,000	....	....
Coaches	80,000	95,000	133,000	....
Dining	128,000	147,000	....	135,000
Horse Express	81,000	....	....	....
Observation	122,000	145,000	....	131,000
Postal (40 feet)	....	77,000	....	....
Postal (60 feet)	....	110,000	....	....
Pullman Observation	124,500	151,000	....	127,000
Pullman Parlor	115,000	146,000	....	....
Pullman Standard Sleepers	125,000	153,000	153,000	145,000
Pullman Tourist Sleepers	94,000	....	141,000	133,000
Tea and Silk	48,000	....	....	....
W. F. Refr. Express..... 40 to 49	78,400	....	....	....
" " " " .... 50 " 89	79,100	....	....	....
" " " " .... 90 " 129	77,900	....	....	....
" " " " ....130 " 154	75,500	....	....	....
" " " " ....155 " 189	87,800	....	....	....
" " " " ....500 " 505	108,500	....	....	....
N. P. Refr. Express	60,000	....	....	....
" " " "	....	....	....	74,000
G. N. " "	70,000	....	....	....

MILEAGE.

MAIN LINES.

Oakland Pier to Tracy via Niles	C. P. Ry	66.90	
Elmhurst to Santa Clara	S. P. C. Ry	31.46	
Niles to San Jose	C. P. Ry	17.26	
Redwood Jct. to Niles Jct	C. P. Ry	16.24	
West Oakland to Sacramento, via Benicia	S. P. R. R	83.44	
Port Costa to Tracy	S. P. R. R	49.53	
Total Main Line			264.84

BRANCHES.

Alvarado	C. P. Ry	Halvern to Alvarado		2.63	
Napa	S. P. R. R.	Suisun-Fairfield to South Vallejo	20.07		
		Napa Jct. to Calistoga	34.52	54.59	
Richmond Spur	S. P. R. R.	San Pablo to Richmond Transfer		2.06	
Rumsey	S. P. R. R.	Elmira to Rumsey		51.22	
San Ramon	S. P. R. R.	Avon to Radum		29.85	
Santa Rosa	S. P. R. R.	Napa Jct. to Santa Rosa		37.24	
Stonehurst	C. P. Ry	Elmhurst to Stonehurst		.75	
Wingo-Union	S. P. R. R.	Union to Buchli	8.62		
		Ramal to Wingo	2.08	10.70	
Total Branches					189.04
Total Western Division					453.88

TRAINMASTERS.

G. D. WRIGHT..................Suisun, Cal.

H. R. GERNREICH ....Oakland, Cal.

F. E. YOAKUM.................Oakland, Cal.

SUPERINTENDENT'S OFFICE—OAKLAND PIER, CAL.

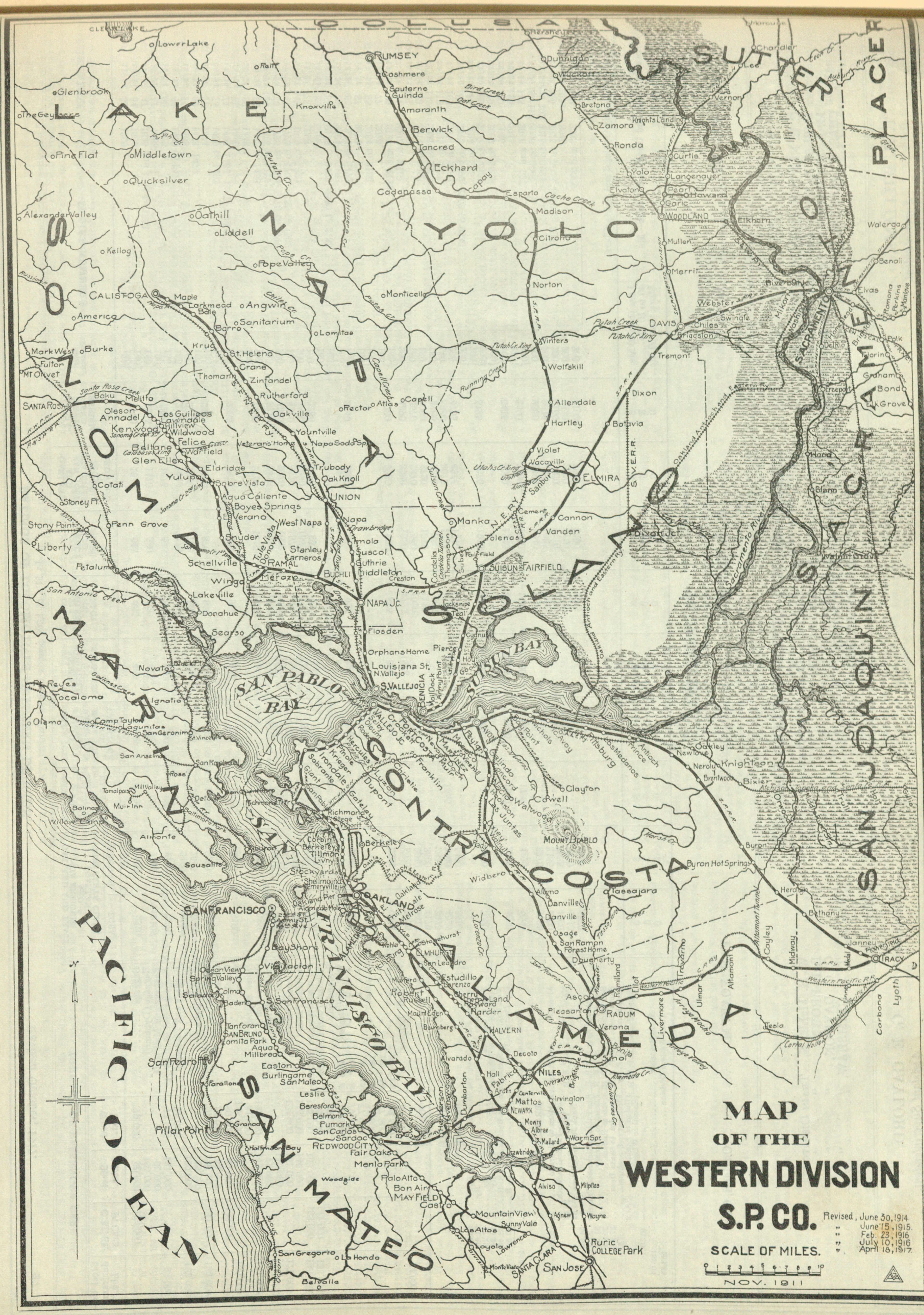
C. E. NORTON, Chief Train Dispatcher.
D. BLAKE, Asst. Chief Train Dispatcher.
M. A. MICHAELSON, Asst. Chief Train Dispatcher.
CHAS. W. PERKINS, Examiner.

F. E. GORDON, Train Dispatcher.
J. P. GALLAGHER, " "
J. A. SHOCKEY, " "
J. H. RHORER, " "
J. C. DELMORE, " "

W. H. McLEAN, Train Dispatcher.
L. L. BROWN, " "
C. C. DAVISON, " "
T. R. GRIMSHAW, " "

T. H. WILLIAMS,
Superintendent.

G. E. GAYLORD,
Assistant Superintendent.


COLUSA
SUTTER
PLACER
LAKE
YOLO
NAPA
SONOMA
SOLANO
SACRAMENTO
SAN JOAQUIN
MARIN
CONTRA COSTA
ALAMEDA
SAN MATEO
PACIFIC OCEAN
SAN PABLO BAY
SUISUN BAY
SAN FRANCISCO BAY
Clear Lake
Lower Lake
Rumsey
Knights Landing
Woodland
Davis
Sacramento
Dixon
Elmira
Suisun Fairfield
Calistoga
St. Helena
Napa
Napa Jc.
Santa Rosa
Petaluma
S. Vallejo
Benicia
Port Costa
Martinez
Antioch
Byron
Tracy
Mount Diablo
Richmond
Berkeley
Oakland
San Francisco
Sausalito
San Rafael
Niles
Pleasanton
Livermore
Redwood City
Menlo Park
Palo Alto
Mayfield
Mountain View
Santa Clara
San Jose
Half Moon Bay
Pillar Point
0 1 2 3 4 5 6 7 8 9 10

MAP OF THE WESTERN DIVISION S.P. CO.

Revised, June 30, 1914
" June 15, 1915.
" Feb. 23, 1916
" July 10, 1916
" April 18, 1917.

SCALE OF MILES.

NOV. 1911